

MARITIME CONNECTICUT
DURING THE
AMERICAN REVOLUTION

LOUIS F. MIDDLEBROOK





Frederick C. Hicks



THIS RARE MAP WAS PUBLISHED IN LONDON, NOV. 29, 1774
By Thos. Jefferys, Geographer to His Royal Highness the Prince of Wales.

HISTORY OF
MARITIME CONNECTICUT

DURING THE
AMERICAN REVOLUTION
1775 - 1783

BY LOUIS F. MIDDLEBROOK

VOLUME II




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 By Thos. Jefferys, Geographer to His Royal Highness
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THE
CONNECTICUT
PRIVATEERS

1775 - 1783

NEXT to New London, the naval preparations of the Connecticut River towns appear to have been especially active,—at Saybrook (Essex), East Haddam, Chatham, Middletown, and Wethersfield (Rocky Hill). The several vessels built, fitted out and manned at these places, gave a good account of themselves, especially during the latter part of the conflict, or more noticeably perhaps, after the attacks on New Haven, Fairfield and Norwalk. Towards the western end of the Sound, in Fairfield County, the naval activities were of a more desperate nature, and most of the raids on the British shipping were made by means of whale-boats and galleys from Fairfield, Norwalk, Stamford and Greenwich, where the Sound is narrow, and where nocturnal expeditions were frequent, both by the British and the Colonists. The British would form night parties from their camps on Long Island and make depredations on the farms over in Connecticut, taking off cattle, sheep, produce, and hostages when possible; and the Colonists would make counter excursions, and bring back British, Hessians and Tories as hostages, and any British shipping they could lay their hands on. Of the latter there was considerable, because of the necessity of drawing upon all of Long Island—as well as what could be seized in Connecticut—to provide and transport fuel, forage and food for their forces in and about New York.

Long Island, being subdued early in the war, was occupied and controlled by the British. This made it a retreat for Tories and a valuable terrain for camps and supplies of all kinds. Whole estates were crippled and confiscated quite generally for this purpose, and many of the best families of Long Island fled, with what effects they could bring with them, to Connecticut for asylum, as shown by the numerous memorials and petitions to the Connecticut General Assembly. The most important British trade necessarily established on Long Island for the requirements of their military forces was carried on by sea, by way of the South Coast of the Island, from Sandy

Hook along the shore inlets, particularly at Fire Island and the Great South Bay, which afforded them an important inland harbor and excellent facilities back of the sand dunes, protected from storm, for getting their cargoes of provisions, especially off Blue Point, or what is now Patchogue, Sayville, Great River, etc. Many prizes were taken by Connecticut privateers in this vicinity, as well as near Gardiner's Island and Sag Harbor; while on the North Shore, Oyster Bay, Huntington, Smithtown and Setauket were scenes of many lively naval encounters.

Numerous printed Permits or Passes were issued by Andrew Elliot, who was the Superintendent-General of Police, with the approval of the British Mayor of New York, C. Mathews, and many of these documents repose with the rest of the captured papers of British prize vessels taken by Connecticut privateers. Dual passes were sometimes required,—one from the Mayor and one from the Commander-in-chief of his Majesty's vessels employed in North America. One of these forms is as follows:

"BY SIR GEORGE COLLIER, COMMODORE AND COMMANDER-IN-CHIEF OF HIS MAJESTY'S SHIPS AND VESSELS EMPLOYED IN NORTH AMERICA.

<i>Eliakim Jones John Lowe Benj. Jetheroe Lawrence Lawson</i>	<i>The Sloop SALLY of the burthen of 40 Tons, navigated by Mr. William Morris as Master, and the four Seamen named in the Margin, is permitted to leave this Port, and Pass and repass within the Protection of His Majesty's Ships for the purpose of supply- ing this city with Fuel, Forage and Pro- visions.</i>
---	--

GIVEN on board His Majesty's Ship
RAISONABLE off New York the 29th Day of April, 1779.

GEO. COLLIER.

*To the captains, commanders and other commissioned
officers of His Majesty's ships and vessels.*

By Command of the Commodore

JOHN MARR."

For those New Haven and Fairfield County marine patriots who did so much to annoy and prevent these many acts of

British and Tory depredation for practically seven years, Connecticut may well be thankful. The constant vigilance and sacrifice of these coast guards, the adventurous and dangerous service to which they consecrated themselves and in which they so effectively persisted, protected the rest of Connecticut and formed a remarkable defence of no mean proportions. For while the high water mark of British invasion was Danbury, they were unable to hold the territory and their retreat was not only necessary by reason of their desperate situation created by the Colonists and privateersmen, who threatened the annihilation of the expedition, but also rapid, as evidenced by the British forced retreat to their ships. In fact, Connecticut was found to be untenable by the enemy by reason of Long Island Sound and the well organized system of privateering thereon, carried on by a vast fleet of boats and vessels of all sorts, whose commanders knew every rock, sand-spit, tide-rip and blow-hole in the waters of its treacherous bays, harbors and inlets,—and who, by means of that knowledge, were able to decoy, attack and capture so many of the hostile vessels, as the records show.

During the last phases of the conflict, particularly perhaps in 1782 and 1783, when conditions were returning to a normal state and peace was in sight, many of the New York and Long Island people and tradesmen who had been by force of circumstances compelled to accept the Royal cause, sought the markets of Connecticut for the various surplus commodities which again became necessities to the inhabitants and which had been accumulated by the British for their use during their military and naval occupation of New York and its environs. This was by Connecticut termed "illicit trade," and required the constant and continued services of what voluntary naval force there was left to cope with the situation. Customs duties on imported goods were not yet entirely formulated and were in more or less of a chaotic state. Smuggled goods were therefore contended with by some of the remnants of the commissioned privateersmen, who continued their work in this capacity and libeled their cases in the County Courts as an almost daily procedure, or until the Congress had had time to attend to the reconstruction by Federal action, when the smuggling gradually subsided and the country settled down. In this service

much was done to hasten the evacuation of the enemy and banish his trade. The foundation of Independence had been strongly constructed, the most formidable arguments for its success being the advancement of Sea Power by our own people at a time when its necessity was most apparent, and which was most valuably reinforced by the French Navy, to make that Power respected.

Frederick Hervey, in his *Naval History of Great Britain* (1779) said: "The sea swarmed with American privateers, who made great depredations on our West India ships; and boldly venturing up the Mediterranean and even into the Channel, carried off a number of very rich prizes, to the great loss of the English merchants, and to the utter ruin of many very wealthy and respectable houses of trade. The value of the captures made by the Americans in the year 1776 alone was estimated at more than a million sterling. In consequence of which the Thames soon after presented the unusual and melancholy sight of great numbers of foreign ships, particularly French, taking in cargoes of English commodities for various parts of Europe, the property of our own English merchants, who were thus reduced to seek that protection under the colour of other nations, which the British flag used to afford to all the world."

The West Indies before the War had depended chiefly upon the American Colonies for provisions as well as other necessities. Not only were these cut off as an incident to the war, creating embarrassment and suffering which brought forth strong appeals from the planter communities to the Home Government of Great Britain, but the American privateers from nearly every colony on the seaboard preyed heavily upon the commerce of the islands, whose industries, imports and exports were almost ruined. In 1776 salt foods for the islands, according to British statistics (*Clowes* iii, 396), had risen about 50% and corn about 400%. Sugar had fallen off in price from 25 to 40%, and rum over 35%. In fact, the words "starvation" and "famine" were freely used in their representations to the Home Government, and were repeated again in 1778. Insurance on British vessels rose to over 20%. By the actual losses of the American colonial trade, with the consequent fall of prices of their own commodities, it was esti-

mated in England to give a total loss of £66 upon every £100 earned before the war.

The following comparative statistical tabulation prepared by Lloyds concerning captures during the Revolutionary War period form an interesting adjunct, but was far from correct:

	BRITISH LOSS				ENEMY LOSS <i>Including the French</i>			
	Merchantmen		Privateers		Merchantmen		Privateers	
	Taken	Retaken	Taken	Retaken	Taken	Retaken	Taken	Retaken
1775 .	—	—	—	—	—	—	—	—
1776 .	229	51	—	—	19	—	6	—
1777 .	331	52	—	—	51	1	18	—
1778 .	359	87	5	—	232	5	16	—
1779 .	487	106	29	5	238	5	31	1
1780 .	581	260	15	2	203	3	34	—
1781 .	587	211	38	6	277	10	40	—
1782 .	415	99	1	—	104	1	68	—
1783 .	98	13	1	1	11	2	3	—

In the autumn of 1775 it appears from the records of the Governor and Council of Safety that gunpowder for the use of the "Colony" was badly needed. Thomas Shaw of New London was present at the meeting at Lebanon, held September 8th, and presented letters from Capt. Nathaniel Shaw and "sundry papers relating to the article of gunpowder," which he had been empowered to procure for the Colony, and requested £2000 *more*, to enable him to obtain the necessary quantity. This additional amount was voted for Capt. Shaw's use, and receipt was taken for the order on the Pay-Table for the desired amount.

Capt. Nathaniel Shaw of New London employed various vessels for voyages to the West Indies for the purpose of obtaining this very necessary commodity, such employment being necessarily secret; but from the *Connecticut Gazette* is found an occasional item of interest concerning these voyages.

On August 1, 1776, Capt. Joseph Packwood, in his armed sloop, arrived from the West Indies with ten tons of powder, three or four hundred stands of arms and a quantity of European goods.

On July 30, 1776, Captain Bigelow arrived at New London from the West Indies, with five tons of powder. Both vessels were chased by the *Cerberus* frigate, but had the good fortune to get in safely. Later, Captain Bigelow was taken (July, 1777) and carried into the West Indies.

On July 15, 1776, the sloop *Commerce*, Captain Waterous of New London, was taken in her passage from Montserrat to St. Eustatia. Captain Waterous, who arrived home July 23d by way of Nantucket, reported that but very few northern vessels escaped the vigilance of the British cruisers.

A New London dispatch dated Dec. 27, 1776, stated that Captains Goodwin and Howard, who sailed from New London for the West Indies for gunpowder, "three weeks ago," were both taken and carried into New York by the British.

There were doubtless others, but the nature of their errands was probably such that those responsible for the safety of their ventures deemed it more prudent to withhold clearances, arrivals or captures from the public gaze.

In 1776 the Governor and Council of Safety were the recipients of complaints from many parts of the State concerning the lack of salt, a commodity sorely needed both as a public and private necessity. At the May, 1776 session of the General Assembly this matter was considered of such serious importance that an Act was passed establishing a bounty payable by the State to any person or persons who would erect salt works and vats and produce the first 500 bushels of good merchantable salt, and a graduated bounty for the succeeding 500 bushels. The inducements offered by this Act to produce this necessity received considerable attention by the inhabitants but by no means sufficient to supply the pressing needs of the people. The Council of Safety, therefore, at their meeting of October 2d, voted Instructions to Captain John Deshon of Groton as agent for the state, to impress the schooner *Hannah & Elizabeth*, a prize taken by Capt. Robert Niles, and to take up and appraise 500 tons more of vessels from about 60 to 100 tons burthen, good sailers and well found, and see them suitably manned and provisioned and suitable for cargoes of salt to be purchased at Captain Deshon's discretion, direction, and place of destination. Said vessels to be guarded by an armed vessel.

The whole to be done with the greatest secrecy and dispatch. Charter parties were therefore effected and arranged for with Capt. Deshon in behalf of the State and many vessels were thus impressed for this service, some of which were successful on their voyages while others suffered capture and destruction.

Among the vessels thus chartered for this important duty were the following, and the Islands of the West Indies were quite generally chosen as the most likely markets where the salt could be obtained.

Hannah & Elizabeth, schooner, Ebenezer Colfax, master, Jan.

Charter: 1, 1777, New London to Cape Francois.

Joshua Palmer, mate.

Richard Ashcroft, seaman.

Gideon Comstock do

Benjamin Stark do

Ichabod Jarvis do

Boston Packet, sloop, Elias Lay, master, March, 1777.

Charter:

Ranger, sloop, David Latham, master, 1777, from New London

Charter: to Hispanola.

William, schooner, Nicoll Fosdick, master, February, 1777,

Charter: New London to West Indies.

Joseph Holmes, mate.

Joseph Bernard, seaman.

Abel Brown do

Roswell Harris do

John Sterling do

Jeremiah Holmes do

—— Hillard do

Lucy, sloop, Richard Reynolds, master, Dec. 16, 1776, New

Charter: London to West Indies.

Prudence, sloop, Allyn Stillman of Wethersfield, master, Apr.,

Charter: 1777, New London to West Indies. (Capt.

Stillman returned with his cargo, but was compelled to put into Bedford, Massachusetts Bay.

Later he employed Reuben Hadlock to pilot him at a cost of £36 from Bedford to Wethersfield, July 31, 1777, per voucher of Capt.

Deshon on file. He secured his salt at St. Martins. Later he was captured and carried into New York.

William, sloop, 78 tons, Asher Fairchild, master, Oct., 1777,
 Charter: New London to West Indies.

Polly, sloop, Isaac Champlin, master, 1777. New London to
 Charter: West Indies.

Thomas Stanton, mate.
 James Cox, seaman.
 Wm. Blanchard do
 Jonah Thayer do

Oliver, schooner, 81 tons, Joseph Bulkley of Wethersfield
 Charter: (Rocky Hill), master, Nov. 23, 1776, New
 London to West Indies (St. Thomas). Taken
 by the *Amazon* frigate, near New London,
 March 21, 1777.

Patty, sloop, Theophilus Stanton, master, 1777, New London
 Charter: to West Indies. Capt. Stanton returned Nov.
 13, 1777, much shattered from a combat with
 British ship of 14 guns.

Catherine, sloop, William Davison of New Haven, master, Apr.
 Charter: 7, 1777, New London to West Indies.

Polly, sloop, James Lamphier, Jr., master, 1777, New London
 Charter: to West Indies.

Betsey, schooner, James Lamphier, Jr., 1776, New London to
 Charter: West Indies.

Hero, sloop, James Latham of Groton, master, March 4, 1777,
 Charter: New London to West Indies. Capt. Latham
 was captured by the British frigate *Juno* in
 Lat. 37. Long. 50. Taken March 12, 1777,
 while on voyage to West Indies for salt and
 carried into Newport. (Maritime Court Vice
 Admiralty, Newport.) Protest was made by
 Capt. Latham, Apr. 14, 1777.

Olive, schooner, 80 tons, Jehiel Tinker of East Haddam, mas-
 Charter: ter, Nov. 6, 1776, New London to West Indies.
 On Aug. 16, 1777, while returning to New
 London, was driven ashore at Narragansett
 Beach by the enemy.

Betsey, sloop, Elizur Goodrich of Wethersfield, master, Oct. 26,
 Charter: 1776, New London to Mary Galante, W. I.,
 with beef, flour, pork, etc., to return with salt.
 Capt. Goodrich was captured by a British
 Privateer and carried into Tortula.

Little Joe, schooner, Giles Latham of New London, master,
 Charter: 1777, New London to St. Eustatia for salt.
 Returned safely with his cargo.

Betsey, ship, William Packwood of New London, master, 1777,
 Charter: New London to St. Eustatia for salt. Re-
 turned Aug. 8, 1777 with 3000 bushels of salt.
 The New London Gazette of Aug. 7, 1778
 states that the *Betsey*, Capt. Packwood, bound
 in from South Carolina, was taken by a Brit-
 ish frigate off Montauk Point. They scuttled
 the *Betsey* and set her on fire.

Some of these chartered vessels were equipped in a meagre way, for defence, while on these perilous voyages, but were not recognized by Letters of Marque and Reprisal or recorded as such by either State or Continental authority. Their service, however, was none the less hazardous, and as records and accounts show, some were unfortunate enough never to return. The data and details of their services and accounts are on file at the State Library in Hartford.

The Congress, as is hereafter shown, made preparations for privateering early in April, 1776, almost a year after actual hostilities began ashore; so that, notwithstanding any individual action on the part of the colonies toward sea warfare that had been provided for, and in some localities actually performed, as in Connecticut (see *Minerva*, *Spy* and *Defence*), the Continental establishment undoubtedly deferred the adoption of this method until the exigency became so urgent that it was the only course to pursue in order to defend itself. Then it was that the colonies began to enact similar laws to strengthen the cause and course laid down by the Congress, for in "Unity there was Strength," as the history of it has proven.

Patience and long suffering had been endured in southwest-ern Connecticut by many ardent patriots for some time, even prior to the skirmish at Lexington. The overbearing spirit of

Tory against Whig formed an open raw sore that was a constant irritant, so that when the Congress did recognize the rebellion at sea in the spring of 1776, it offered to those Connecticut mariners on Long Island Sound the longed-for opportunity of retaliation. Plans were immediately set in motion to that end, and the first private armed vessel to take advantage of the Congressional edict in Connecticut, without waiting for the General Assembly to ratify, confirm and enact a similar one, was fitted out at Fairfield, and allowed by the Governor and Council of Safety, April 15, 1776, as shown by their vote to "furnish Captain Grinell, Thaddeus Burr, Esq^r, Samuel Broom, and Major David Dimon of Fairfield, with 500 pounds weight of powder, to set forth an armed vessel against the enemies of America." The open warfare against the Tories, who were compelled to flee to Long Island, is perhaps partially at least described in the letters of Capt. Seth Harding of the brig *Defence* written to Gov. Trumbull while that vessel lay in Black Rock harbor at Fairfield in May, 1776 (see Appendix—*Defence* Correspondence). The results of Capt. Harding's observations are also shown in the many court actions brought against the Royalist, on file in the Fairfield County Court records. Next to New London, the harbor of "Black Rock" at Fairfield was considered the best anchorage ground on the Connecticut coast, as shown in the correspondence of the Council of Safety presented at their meeting of Feb. 16, 1776; and the first commissioned privateer sloop, the *Game Cock*, was recruited there, and left on cruise up the Sound, May 13, 1776. She carried a battery of 6 carriage guns and a crew of 50 people under the command of Capt. Lemuel Brooks of Norwalk, but unfortunately, was captured by the British frigate *Cerberus* a few days later and carried into Newport (*q. v.*)

Applications for Privateering commissions by this time began to be presented to the Governor, accompanied with requisitions for guns and other warlike material. The iron furnaces of Salisbury had begun operations under Col. Joshua Porter as overseer, so that by the last of May, 1776, the colony was prepared to cast, and the desired ordnance consisting of all sizes, from swivels to 18 pounders and larger, with the various sizes of shot was gradually forthcoming, as was also the production from the powder mills of Elderkin and Wales at Windham.

Lead was furnished by the mines of Matthew Hart in Farmington, and the mines at Middletown and New Canaan were utilized by the Colony for furnishing not only the immediate local needs but also the requirements of New York, Massachusetts Bay and other colonies as soon as they became aware of the supply. Sheet lead was provided in large quantities for temporarily repairing gun shot wounds in the sides and hulls of vessels, as well as for moulding into bullets for small arms. These, together with other natural resources, including the copper ore at the "Simsbury mine" at Newgate, soon created the needed impetus, and demand and supply became gradually coincident.

MAY SESSION—STATE OF CONNECTICUT 1776

This Assembly do appoint, impower and desire his Hon^r the Governor, during the present session of this Assembly, to fill up the blank commissions for private ships of war and Letters of Marque and Reprisal sent, or that shall be sent from time to time by the President of the Congress to this Assembly, and the same deliver to the person or persons intending to fit out such private ships of war who shall apply for the same, and also to see the proper bonds executed, sent with such commissions and see the same duly returned agreeable to the resolutions of the Hon^{ble} Continental Congress for and during the pleasure of this Assembly."

Apr. 3^d, 1776, Congress ordered that blank commissions for private ships of war and Letters of Marque and Reprisal, signed by the President but sent to the General Assembly, Conventions, and Councils or Committees of Safety of the United Colonies, to be by them filled up and delivered to the persons intending to fit out such ships. The form of the commission was as follows:

FORM OF COMMISSION ISSUED TO PRIVATEERS.

The Delegates of the United Colonies of New Hampshire, Massachusetts Bay, Connecticut, Rhode Island and Providence Plantations, New York, New Jersey, Pennsylvania, Delaware,

Maryland, Virginia, North Carolina, South Carolina and Georgia—

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW **Y**E, That we have granted, and by these Presents do grant license and authority to..... mariner, Commander of the called of the burthen of tons or thereabouts, belonging to of in the Colony of mounting carriage guns, and navigated by men, to fit out and set forth the said in a warlike manner and by and with the said and the crew thereof, by force of arms, to attack, seize and take the ships and other vessels belonging to the INHABITANTS OF GREAT BRITAIN, or any of them, with their tackle, apparel, furniture and ladings, on the high seas or between high water and low water marks, and to bring the same to some convenient Ports in said Colonies in order that the Courts, which are or shall be appointed to hear and determine causes, civil and maritime, may proceed, in due form, to condemn the said captures, if they be adjudged lawfull Prize; the said having given Bond with sufficient sureties, that nothing be done by said or any of the officers, mariners or company thereof, contrary to or inconsistent with the usages and customs of nations, and the Instructions, a copy of which is herewith all delivered to him. And we will and require our officers wheresoever, to give succour, and assistance to the said in the premises.

This Commission shall continue in force until the Congress shall issue orders to the contrary.

BY ORDER OF CONGRESS

Attest:

President

When an American officer was taken prisoner, the following was the form of Parole (printed) required:

I, the Subscriber.....

do hereby acknowledge myself a Prisoner of War to His

Majesty, and most solemnly and strictly bind myself by all the full, implicit and extensive faith and meaning of a PAROLE OF HONOUR, which I hereby give to His Excellency Vice-Admiral ARBUTHNOT; and that I will not directly or indirectly, either by Word or Deed, take any further Part in the Dispute between Great-Britain and the British Colonies in North-America, until regularly exchanged for an Officer of Equal Rank in His Majesty's Service."

*Copy of British Commission issued to
Captain Ebenezer Parker of the
Privateer EXPERIMENT of Bermuda.*

GEORGE THE THIRD, BY THE GRACE OF GOD, OF GREAT BRITAIN, FRANCE & IRELAND KING, DEFENDER OF THE FAITH &c; *To All to Whom these presents shall come GREETING.* WHEREAS, By an Act Passed in Parliament in the seventeenth year of Our Reign, Chapter the Seventh, it is enacted that the Lord High Admiral of Great Britain, or the Commissioners for Executing the office of Lord High Admiral of Great Britain for the time being, or any three or more of them, or any person or persons by him or them empowered and appointed, shall and may from and after the Twentieth Day of February, 1777, at the request of any merchant or merchants being owner or owners of any ship or vessel employed in Trade or retained in our service giving such Bail and Security as is therein directed, caused to be issued forth one or more commission or commissions to any person or persons whom such merchant or merchants shall nominate to be commander, or in case of Death, successively Commanders of such ship or vessel, for the attacking, surprising, seizing, and taking by and with such ship or vessel, or with the crew thereof, all ships and vessels, goods, wares and merchandise, chattels and effects whatsoever, belonging to the Inhabitants of the AMERICAN COLONIES NOW IN REBELLION; and all ships and vessels, with their cargoes, apparel and furniture belonging to our subjects of Great Britain or Ireland, which shall be found trading to or from the said

colonies contrary to the Provisions of an Act passed in the Sixteenth year of our Reign, Chapter the Fifth, entitled "An Act Prohibiting All Trade and Intercourse with the said Colonies"—and to bring the said ships and vessels to adjudication in our High Court of Admiralty of England, or such other Court of Admiralty as now is or shall be hereafter duly authorized in that behalf; and Whereas three of our said Commissioners have authorized and empowered our Governor, Lieutenant Governor or Commander-in-chief of our Bermuda or Somers Islands to grant Commissions to vessels fitted out from thence; and Whereas, Bridger Goodrich of St. Georges in our said Island of Bermuda, merchant, owner of the Brigantine EXPERIMENT, hath by writing requested his Honour, George Bruer Esquire, Captain General, Lieutenant Governor and Commander-in-chief in and over our said Bermuda or Somers Islands, and Vice Admiral of the same, that he would cause to be issued forth a commission unto *Ebenezer Parker*, whom the said owner has nominated to be commander of the said *Experiment*; and Whereas his Honour George Bruer Esquire, our Lieutenant Governor and Commander-in-chief of our said Bermuda Islands, hath thereupon issued a Warrant under his Hand and the Seal of said Islands, willing and requiring the Honourable Andrew Cazneau, Esquire, Judge of our Court of Vice Admiralty of our said Islands, to cause a commission to be issued out of the said Court unto the said *Ebenezer Parker*, and in case of death, unto Robert Burton, James Clark, Isaac Vanhook, and William Campbell, successively to set forth in a warlike manner the said Brig or Vessel called the EXPERIMENT, of the burthen of 100 tons, whereof the said *Ebenezer Parker* at present is Commander; and Whereas the said *Ebenezer Parker* hath given sufficient Bail with Sureties to us in our said Court of Vice Admiralty according to the Affect and Form set down in our Instructions, a copy of which is given to the said *Ebenezer Parker*,—

KNOW YE, *Therefore*, That we do by these Presents grant Commission to and do license and authorize the said *Ebenezer Parker*, and in case of Death, Robert Burton, James Clark, Isaac Vanhook, and William Campbell, successively, in a warlike manner, to set forth the said Brig EXPERIMENT, laden with provisions and stores of the burden of 100 tons, having

20 carriage guns, some of which carry shot of Twelve, and others of Six pound weight, with small arms in proportion, and belonging to the Port of St. George in Bermuda, and bound from thence on a Cruise, and whereof the aforesaid Bridger Goodrich is owner, and navigated with 100 men, and by and with said brigantine or vessel or with the crew thereof, to attack, surprise, seize and take all ships and vessels, goods, wares, and merchandises, chattels, and effects whatever belonging to the Inhabitants of the AMERICAN COLONIES NOW IN REBELLION, and all ships and vessels with their Cargoes, apparel and furniture belonging to our Subjects in Great Britain and Ireland, which shall be found trading to or from the said Colonies contrary to the provisions of the before mentioned Act of Parliament of the 16th year of our Reign, chapter the 5th, and which ships and vessels are made liable to seizure by merchant ships employed in Trade or retained in our Service, being commissioned thereunto according to Act of Parliament passed in the 17th year of our Reign, Chapter 7th, and concerning which seizures for the better guidance and conduct of the commanders of such ships and vessels certain Instructions have Issued under our Royal Signet and Sign Manual bearing date at Saint James the 27th Day of March 1777,—And to bring the same to such Port as shall be most convenient in order to have them legally adjudged in our High Court of Admiralty of England, or before the Judge of such other Admiralty Court within our Dominions as shall be lawfully authorized, which being condemned, it shall and may be lawful to and for said *Ebenezer Parker* or other successive commanders, to sell and dispose of such ships or vessels and goods so adjudged and condemned, in such sort and manner, as by the course of the Admiralty hath been accustomed, except in such cases where it is otherwise directed by our said Instructions, Provided that nothing be done by the said *Ebenezer Parker* or any of his officers, marines & company contrary to the true meaning of our Instructions delivered unto him therewith, but that the said Instructions, and each and any of them so far as they or any of them are therein Concerned, shall in any Particulars be well and duly performed and observed; and we Pray and Desire all Kings, Princes, Potentates, States and Republicks being our Friends and Allies, and all others to whom it shall appertain, to give

the said *Ebenezer Parker* or other successive Commanders, all aid, assistance and succour in their Ports, with the said Brigantine's Company and Prizes, without doing or suffering to be done to him any wrong, trouble or hindrance—We offering to do the like when we shall by them thereunto be desired; And we will and require all officers whatsoever to give him all our assistance as occasion shall require.

IN TESTIMONY WHEREOF, we have caused the seal of our Court of Vice Admiralty for our said Island of Bermuda or Somers Islands to be hereunto affixed. WITNESS our Trusty and Beloved *Andrew Cazneau Esq^r*, Judge of our Vice Admiralty Court from our said Island of Bermuda the Twenty Seventh Day of August 1781, and in the 21st year of our Reign.

(Signed) Andrew Cazneau

By Order of His Honour
the Judge

Judge

Jn^o Lewis, Reg^r

(This document was captured by Captain James Angel of the Connecticut Privateer brig, *Minerva*.)

During the May session of 1776 an Act for establishing Naval Offices in this Colony was passed as follows:

Be it enacted by the Governor, Council and Representatives in General Court assembled, and by Authority of the same, That the Governor for the time being shall be Naval Officer in this Colony.

And be it further enacted by the authority aforesaid, That there shall be kept at the port of New London one naval office, at the port of New Haven one naval office, at the port of Middletown one naval office, and at the port of Norwalk one other naval office; and that the Governor for the time being depute some proper person at each of said ports as naval officers, and take bond with sufficient surety in the sum of £1000. for the faithful discharge of their duty therein, to enter and clear out vessels and their cargoes, and to do and act therein in such way and manner and according to such rules and orders as to such of their offices respectively appertain.



FROM A SKETCH OF A CONNECTICUT FLAG
Found among Maritime Court papers of the Connecticut
Privateer Schooner "Retaliation," Captain Asa Fuller, 1778

Jeremiah Miller was appointed naval officer at New London, succeeded by Gurdon Saltonstall.

Jonathan Fitch was appointed naval officer at New Haven.

Jabez Hamlin was appointed naval officer at Middletown.

Abraham Davenport was similarly appointed at Norwalk.

Later on, record is observed indicating that Norwich was added to the list of naval offices and Christopher Leffingwell was appointed as naval officer of that port.

According to the Act of Assembly at the May 1776 session, provision was made that the several county courts in Connecticut constitute the necessary authority as Maritime Courts concerning all captures, made at sea, of enemy vessels and cargoes.



EXTRACTS from the Journals of Congress relative to the Capture and Condemnation of Prizes, and the Fitting Out PRIVATEERS, together with the Rules and Regulations of the Navy, and Instructions to the Commanders of Private Ships of War.—A. D. 1776.

IN CONGRESS

NOVEMBER 25, 1775.

WHEREAS it appears from undoubted information that many vessels, which had cleared at the respective Custom-Houses in these Colonies, agreeable to the regulations established by acts of the British Parliament, have, in a lawless manner, without even the semblance of just authority, been seized by his Majesty's Ships of War, and carried into the harbour of Boston and elsewhere, where they have been rifled of their cargoes by orders of his Majesty's naval and military officers there commanding without the said vessels having been proceeded against by any form of trial, and without the charge of having offended against any law; And Whereas orders have been issued in his Majesty's name, to the Commanders of his ships of war "to proceed as in the case of actual rebellion against such of the seaport towns and places, being accessible to the King's ships, in which any troops shall be raised or military works erected" under colour of which said orders, the Commanders of his Majesty's said ships of war, have already burned and destroyed the flourishing and populous town of Falmouth, and have fired upon, and much injured several other towns within the United Colonies, and dispersed at a late season of the year, hundreds of helpless women and children, with a savage hope, that those may perish under the approaching rigors of the season, who may chance to escape destruction from fire and sword, a mode of warfare long exploded among civilized nations: And Whereas, the good people of these Colonies, sensibly affected by the destruction of their property and other unprovoked injuries, have at last determined to prevent as much as possible a repetition thereof, and to procure some reparation for the same, by fitting out armed vessels and ships of force; in the execution of which commendable designs, it is possible, that those who have not been instrumental in the unwarranted violences above-mentioned, may suffer, unless some laws be made to regulate, and tribunals erected competent to determine the propriety of captures.

RESOLVED, therefore, That all such ships of war, frigates, sloops, cutters and armed vessels as are or shall be employed in the present cruel and unjust war against the United Colonies, and shall fall into the hands of, or be taken by the inhabitants thereof, be seized and forfeited to and for the purposes hereinafter mentioned.

2. THAT all transport vessels in the same service, having on board any troops, arms, ammunition, clothing, provisions, or military or naval stores, of what kind soever, and all vessels, to whomsoever belonging, that shall be employed in carrying provisions or other necessaries to the British army or armies or navy, that now are or shall hereafter be within any of the United Colonies, or any goods, wares or merchandize for the use of such fleet or army, shall be liable to seizure and with their cargoes shall be confiscated.

3. THAT no Master or Commander of any vessel shall be entitled to cruize from or make prize of any vessel or cargo, before he shall have obtained a commission from the Congress, or from such person or persons, as shall be for that purpose appointed in some one of the United Colonies.

4. THAT it be and is hereby recommended to the several legislatures of the United Colonies, as soon as possible to erect Courts of Justice, or give jurisdiction to the Courts now in being, for the purpose of determining concerning the captures to be made as aforesaid, and to provide that all trials, in such case, be had by a jury under such qualifications as to the respective legislatures shall seem expedient.

5. THAT all prosecutions shall be commenced in the Court of that Colony, in which the captures shall be made, but if no such Court be, at that time, erected in the said Colony, or if the capture be made on open sea, then the prosecution shall be in the Court of such Colony, as the Captor may find most convenient, provided that nothing contained in this regulation shall be construed so as to enable the captor to remove his prize from any Colony competent to determine concerning the seizure, after he shall have carried the vessel so seized within any harbor of the same.

6. THAT in all cases an appeal shall be allowed to the Congress, or such person or persons as they shall appoint for the trials of appeals; provided the appeal be demanded within

five days after the definitive sentence, and such appeal be lodged with the Secretary of Congress within forty days afterwards, and provided the party appealing shall give security to prosecute the said appeal to effect; and in case of the death of the Secretary during the recess of Congress, then the said appeal to be lodged in Congress, within twenty days after the meeting thereof.

7. THAT when any vessel or vessels shall be fitted out at the expence of any private person or persons, then the captures made shall be to the use of the owner or owners of the said vessel or vessels; that where the vessels employed in the captures shall be fitted out at the expense of any of the United Colonies, then one-third of the prize taken shall be to the use of the captors and the remaining two-thirds to the use of the said Colony; and where the vessels so employed shall be fitted out at the Continental charge, then one-third shall go to the captors and the remaining two-thirds to the use of the United Colonies. Provided nevertheless, that if the capture be a vessel of war, then the captors shall be entitled to one-half of the value and the remainder shall go to the Colony or Continent as the case may be, the necessary charges of condemnation of all prizes being deducted before distribution made.

DECEMBER 5.

RESOLVED, That, in cases of recapture, the re-captors have and retain in lieu of salvage one eighth part of the true value of the vessel and cargo or either of them, if the same hath or have been in possession of the enemy twenty-four hours; one fifth part, if more than twenty-four hours and less than forty-eight hours; one third part, if more than forty-eight hours and less than ninety-six hours, and one half if more than ninety-six hours, unless the vessel shall after the capture have been legally condemned as prize by some Court of Admiralty, in which case the re-captors to have the whole; in all which cases the share detained or prize to be divided between the owners of the ship making the re-capture, the Colony or the Continent as the case may be, and the captors agreeable to a former resolution.

DECEMBER 20.

RESOLVED, That the several vessels heretofore taken and carried into Massachusetts Bay by the armed vessels in the service of the United Colonies, be proceeded against by the rules of the law of nations, and libelled in the Courts of Admiralty erected in said Colony.

MARCH 23, 1776.

WHEREAS the petitions of the United Colonies to the King for the redress of great and manifold grievances have not only been rejected but treated with scorn and contempt and the opposition to designs evidently formed to reduce them to a state of servile subjection, and their necessary defence against hostile forces actually employed to subdue them, declared rebellion; and whereas an unjust war hath been commenced against them, which the commanders of the British fleets and armies have prosecuted and still continue to prosecute with their utmost vigor, and in a cruel manner, wasting, spoiling, and destroying the country, burning houses and defenceless towns, and exposing the helpless inhabitants to every misery from the inclemency of the winter and not only urging savages to invade the country, but instigating negroes to murder their masters; And Whereas the Parliament of Great Britain hath lately passed an act, affirming these Colonies to be in open rebellion, forbidding all trade and commerce with the inhabitants thereof, until they shall accept pardons and submit to despotic rule, declaring their property wherever found upon the water liable to seizures and confiscation, and enacting that what had been done there, by virtue of the royal authority, were just and lawful acts, and shall be so deemed; from all of which it is manifest, that the iniquitous Scheme, concerted to deprive them of the liberty they have a right to by the laws of nature and the English constitution, will be pertinaciously pursued: It being therefore necessary to provide for their defence and security, and justifiable to make reprisals upon their enemies, and otherwise to annoy them according to the laws and usages of nations, the Congress trusting that such of their friends in Great Britain (of whom it is confessed there are

many entitled to applause and gratitude for their patriotism and benevolence, and in whose favour a discrimination of property cannot be made) as shall suffer by captures, will impute it to the authors of our common calamities, DO DECLARE and RESOLVE as followeth, to wit.

RESOLVED, That the inhabitants of these Colonies be permitted to fit out armed vessels to cruise on the enemies of these United Colonies.

RESOLVED, That all Ships and vessels, their tackle, apparel and furniture, and all goods, wares and merchandizes, belonging to any inhabitant or inhabitants of Great Britain taken on the high seas or between high and low water mark, by any armed vessel fitted out by any private person or persons, and to whom commissions shall be granted, and being libelled and prosecuted in any Court erected for the trial of Maritime affairs in any of these Colonies, shall be deemed and adjudged to be lawful prize, and after deducting and paying the wages of the seamen and mariners on board of such captures as are merchant ships and vessels, shall be condemned to and for the use of the owner or owners, and the officers, marines and mariners of such armed vessel, according to such rules and proportions as they shall agree on; provided always that this resolution shall not extend to any vessel bringing settlers, arms, ammunition, or warlike stores to and for the use of these Colonies, or any of the inhabitants thereof, who are friends to the American Cause, or to such warlike stores or to the effects of such settlers.

RESOLVED, That all ships or vessels, with their tackle, apparel and furniture, goods, wares and merchandizes, belonging to any inhabitant of Great Britain as aforesaid, which shall be taken by any of the vessels of war of these United Colonies, shall be deemed forfeited, one third, after deducting and paying the wages of seamen and mariners as aforesaid, to the officers and men on board, and two thirds to the use of the United Colonies.

RESOLVED, That all Ships and vessels, with their tackle, apparel, and furniture, goods, wares and merchandizes belonging to any inhabitants of Great Britain as aforesaid, which shall be taken by any vessel of war fitted out by and at the expence of any of the United Colonies, shall be deemed for-

feited, and divided, after deducting and paying the wages of seamen and mariners as aforesaid, in such manner and proportions as the Assembly or Convention of such Colony shall direct.

RESOLVED, That all vessels, with their tackle, apparel and furniture and cargoes, belonging to the inhabitants of Great Britain as aforesaid, and all vessels which may be employed in carrying supplies to the ministerial armies, which shall happen to be taken near the shores of any of these Colonies, by the people of the country or detachments from the army, shall be deemed lawful prize, and the Court of Admiralty within said Colony is required on condemnation thereof to adjudge that all charges and expences which may attend the capture and trial, be first paid out of the monies arising from the sales of the prize, and the remainder equally divided among those, who shall have been actually engaged and employed in taking the said prize. Provided that where any detachments of the army shall have been employed as aforesaid, their part of the prize money shall be distributed among them in proportion to the pay of the officers and soldiers so employed.

APRIL 3, 1776.

RESOLVED, That blank commissions for private Ships of War and letters of marque and reprisal, signed by the President, be sent to the General Assemblies, Conventions and Councils or Committees of Safety of the United Colonies, to be by them filled up and delivered to the persons intending to fit out such private Ships of War for making captures of British vessels and cargoes, who shall apply for the same and execute the bonds, which shall be sent with the said commissions, which bonds shall be returned to the Congress.

RESOLVED, That every person intending to set forth and fit out a private ship or vessel of war, and applying for a commission or letters of marque and reprisal for that purpose, shall produce a writing subscribed by him, containing the name and tonnage or burthen of the ship or vessel, the number of her guns with their weight of metal, the name and place of residence of the owner or owners, the names of the commander

and other officers, the number of the crew and the quantity of provisions and warlike stores, which writing shall be delivered to the Secretary of Congress, or to the Clerk of the House of Representatives, Convention or Council or Committee of Safety of the Colony in which the ship or vessel shall be, to be transmitted to the said Secretary, and shall be registered by him; and that the commander of the ship or vessel, before the commission or letters of marque and reprisal may be granted, shall, together with sureties, seal and deliver a bond in the penalty of Five Thousand Dollars, if the vessel be of one hundred tons or under, or Ten Thousand Dollars if of a greater burthen, payable to the President of the Congress in trust for the use of the United Colonies, with condition in the form following, to wit: "The condition of this obligation is such, that the above bounden.....who is commander of thecalled.....belonging to.....of.....in the Colony of.....mounting.....carriage guns and navigated by.....men, and who hath applied for a commission and letters of marque and reprisal to arm, equip and set forth to sea the said.....as a private ship of war, and to make captures of British vessels and cargoes, Shall not exceed or transgress the powers and authorities which shall be contained in the said Commission, but shall in all things observe and conduct himself and govern his crew by and according to the same and certain instructions therewith to be delivered, and such other instructions as may hereafter be given to him, and shall make reparation for all damages sustained by any misconduct or unwarrantable proceedings of himself or the officers or crew of the said.....then this obligation shall be void, or else remain in force," which bond shall be lodged with the said Secretary of Congress.

RULES for the regulation of the NAVY
of the UNITED COLONIES.

THE Commanders of all Ships and vessels belonging to the Thirteen United Colonies, are strictly required to shew in themselves a good example of honour and virtue to their officers and men, and to be very vigilant in inspecting the behaviour of all such as are under them, and to discountenance and suppress all dissolute, immoral and disorderly practices and also such as are contrary to the rules of discipline and obedience, and to correct those who are guilty of the same according to the usage of the sea.

THE Commanders of the Ships of the Thirteen United Colonies are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accident prevents.

If any shall be heard to swear, curse or blaspheme the name of God, the Commander is strictly enjoined to punish them for every offence, by causing them to wear a wooden collar or some other shameful badge of distinction, for so long time as he shall judge proper. If he be a commissioned officer, he shall forfeit one Shilling for each offence, and a warrant or inferior officer, six pence. He who is guilty of drunkenness, if a seaman, shall be put in irons, until he is sober, but if an officer he shall forfeit two days pay.

No Commander shall inflict any punishment upon a seaman beyond twelve lashes upon his bare back with a cat of nine tails; if the fault shall deserve a greater punishment, he is to apply to the Commander-in-chief of the Navy, in order to the trying of him by a Court-Martial, and in the meantime he may put him under confinement.

THE Commander is never by his own authority to discharge a Commission or Warrant officer, nor to punish or strike him; but he may suspend or confine them, and when he comes in the way of a Commander-in-chief apply to him for holding a Court-Martial.

THE officer who commands by accident of the Captain, or

Commander's absence (unless he be absent for a time by leave) shall not order any correction, but confinement, and upon the Captain's return on board, he shall then give an account of his reasons for so doing.

THE Captain is to cause the articles of war to be hung up in some public place of the ship, and read to the ship's company once a month.

WHENEVER the Captain shall inlist a seaman, he shall take care to enter on his book the time and terms of his inlisting, in order to his being justly paid.

THE Captain shall before he sails, make return, and leave with the Congress, or such person or persons as the Congress shall appoint for that purpose, a compleat list of all his officers and men, with the time and terms of their entering; and during his Cruize shall keep a true account of the desertion or death of any of them, and of the entering of others, and after his cruize, and before any of them are paid off, he shall make return of a compleat list of the same including those who shall remain on board his ship.

THE men shall, at their request, be furnished with slops that are necessary, by the Captain or Purser, who shall keep an account of the same; and the Captain in his return in the last mentioned article directed to be made, shall mention the amount delivered to each man, in order to its being stopped out of his pay.

As to the term "inferior officer," the Captain is to take notice, that the same does not include any commission, nor any warrant officer, except the second master, surgeon's mate, cook, armourer, gunsmith, master at arms, and sail-maker.

THE Captain is to take care when any inferior officers or voluntier seamen are turned over into the ship, not to rate them on the ship's books in a worse quality, or lower degree or station than they served in the ship they were removed from; and for his guidance, he is to demand from the Commander of the Ship from which they are turned over, a list under his hand of their names and qualities.

ANY officer, seaman or others, intitled to wages or prize money, may have the same paid to his assignee, provided the assignment be attested by the Captain or Commander, the

Master or Purser of the ship, or a chief Magistrate of some country or corporation.

THE Captain is to discourage the seamen of his ship from selling any part of their wages and shares, and never to attest the letter of attorney of any seaman, unless he is fully satisfied that the same is not granted in consideration of money given for the purchase of his wages or shares.

WHEN any inferior officer or seaman dies, the Captain is forthwith to make out a ticket for the time of his service, and send the same by the first safe conveyance to the Congress, or agents by them for that purpose appointed, in order to the wages being forthwith paid to the executors or administrators of the deceased.

A CONVENIENT place shall be set apart for sick or hurt men, to which they are to be removed with their hammocks and bedding, when the surgeon shall advise the same to be necessary, and some of the crew shall be appointed to attend and serve them and keep the place clean.

THE cooper shall make buckets with covers and craddles if necessary for their use.

ALL Ships furnished with fishing tackle being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick, or upon recovery provided the Surgeon recommend it, and the surplus by turns among the messes of the officers and seamen gratis, without any deduction of their allowance of provisions on that account.

IT is left to the discretion of Commanders to shorten the allowance of provisions according to the exigence of the Service, taking care that the men be punctually paid for the same, the like power is given to Captains of single ships in cases of absolute necessity.

IF there shall be a want of pork, the Captain is to order three pounds of beef to be issued to the men in lieu of two pounds of pork.

ONE day in every week shall be issued out a proportion of flour and suet in lieu of beef for the seamen, but this not to extend beyond four months victualling at one time, nor shall the purser receive any allowance for flour or suet kept longer on board than that time, and there shall be supplied once a year

a proportion of canvas for pudding bags after the rate of one ell for every sixteen men.

IF any Ships of the Thirteen United Colonies shall happen to come into port in want of provisions, the warrant of a Commander in Chief shall be sufficient to the agent or other instrument of the victualling to supply the quantity wanted, and in urgent cases, where delay may be hurtful, the warrant of the Captain of the ship shall be of equal effect.

THE Captain is frequently to order the proper officer to inspect into the condition of the provisions, and if the bread proves damp, to have it aired upon the quarter-deck or poop, and also examine the flesh cask, and if any of the pickle be leaked out to have new made and put in, and the cask made tight and secure.

THE Captain or Purser shall secure the cloaths, bedding, and other things of such persons as shall die or be killed, to be delivered to their executors or administrators.

ALL papers, charter parties, bills of lading, passports, and other writing whatsoever, found on board any ship or ships, which shall be taken, shall be carefully preserved, and the originals sent to the courts of justice for maritime affairs, appointed, or to be appointed by the legislatures of the respective Colonies, for judging concerning such prize or prizes; and if any person or persons shall wilfully or negligently destroy or suffer to be destroyed any such paper or papers, he or they so offending shall forfeit their share of such prize or prizes and suffer such other punishments as they shall be judged by a Court-Martial to deserve.

IF any person or persons shall embezzle or steal or take away any cables, anchors, sails, or any of the ship's furniture, or any of the powder, arms, ammunition, or provisions of any ship belonging to the Thirteen United Colonies, he or they shall suffer punishment as a Court-Martial shall order.

WHEN in sight of the ship or ships of the enemy and at such other times as may make it appear necessary to prepare for an engagement, the Captain shall order all things in his ship in proper posture for fight, and shall in his own person, and according to his duty heart on and encourage the inferior officers and men to fight courageously, and not to behave them-

selves faintly or cry for quarters on pain of such punishment as the offence shall appear to deserve for his neglect.

ANY Captain or other officer, mariner or others who shall basely desert their duty or station in the ship, and run away while the enemy is in sight, or in time of action, shall entice others to do so, shall suffer death or such other punishment as a Court-Martial shall inflict.

ANY officer, seaman, or marine who shall begin, excite, cause or join in any mutiny or sedition in the ship to which he belongs, on any pretence whatsoever, shall suffer death, or such other punishment as a Court-Martial shall direct. Any person in or belonging to the ship who shall utter any words of sedition or mutiny or endeavour to make any mutinous assemblies on any pretence whatsoever, shall suffer such punishment as a Court-Martial shall inflict.

NONE shall presume to quarrel with or strike his superior officer on pain of such punishment as a Court-Martial shall order to be inflicted.

IF any person shall apprehend he has just cause of complaint, he shall quietly and decently make the same known to his superior officer, or to the Captain, as the case may require, who will take care that justice be done him.

THERE shall be no quarrelling or fighting between shipmates on board any ships belonging to the Thirteen United Colonies, nor shall there be used any reproachful or provoking speeches, tending to make quarrels and disturbance, on pain of imprisonment and such other punishment as a Court-Martial shall think proper to inflict.

IF any person shall sleep upon his watch or negligently perform his duty, which shall be enjoined him to do, or forsake his station, he shall suffer such punishment as a Court-Martial shall judge proper to inflict according to the nature of his offence.

ALL murder shall be punished with death.

ALL robbery and theft shall be punished at the discretion of a Court-Martial.

ANY master at arms who shall refuse to receive such prisoner or prisoners as shall be committed to his charge, or having received them, shall suffer him or them to escape or dismiss

them without orders for so doing, shall suffer in his or their stead, as a Court-Martial shall order and direct.

THE Captain, officers, and others, shall use their utmost endeavors to detect, apprehend, and bring to punishment all offenders, and shall at all times readily assist the officers appointed for that purpose in the discharge of their duty, on pain of being proceeded against and punished by a Court-Martial at discretion.

ALL other faults, disorders, and misdemeanors, which shall be committed on board any ship belonging to the Thirteen United Colonies, and which are not herein mentioned, shall be punished according to the laws and customs in such cases at sea.

A COURT-MARTIAL shall consist of at least three Captains, and three first Lieutenants, with three Captains and three first Lieutenants of Marines if there shall be so many of the marines then present, and the eldest Captain shall preside.

ALL sea officers of the same denomination shall take rank of the officers of marines.

EVERY member of a Court-Martial shall take the following oath, viz.:

"YOU,.....swear that you will well and truly try and impartially determine the cause of the prisoner now to be tried according to the rules of the Navy of the United Colonies. So help you God," which oath shall be administered by the President to the other members, and the President shall himself be sworn by the officer in said Court next in rank.

ALL witnesses before they may be admitted to give evidence shall take the following oath:

"YOU swear the evidence you shall give in the cause now in hearing shall be the truth, the whole truth, and nothing but the truth, so help you God."

THE sentence of the Court-Martial for any capital offence shall not be put in execution until it be confirmed by the Commander-in-Chief of the fleet; and it shall be the duty of the President of every Court-Martial to transmit to the Commander-in-Chief of the fleet every sentence which shall be given, with a summary of the evidence and proceedings thereon, by the first opportunity.

THE Commander in chief of the fleet, for the time being, shall have power to pardon and remit any sentence of death

that shall be given in consequence of any of the aforementioned articles.

THERE shall be allowed to each man serving on board the ships in the service of the Thirteen United Colonies a daily proportion of provisions, according as is expressed in the following table, viz:

Sunday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips.

Monday, 1 lb. bread, 1 lb. pork, half pint pease & 4 oz. cheese.

Tuesday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips, and pudding.

Wednesday, 1 lb. bread, 2 oz. butter, 4 oz. cheese, & half pint of rice.

Thursday, 1 lb. bread, 1 lb. pork, and half pint pease.

Friday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips, & pudding.

Saturday, 1 lb. bread, 1 lb. pork, half pint pease, & 4 oz. cheese.

Half pint of rum per man every day, and discretionary allowance on extra duty and in time of engagement.

A pint and a half of vinegar for six men per week.

The pay of officers and men shall be as follows:

Capt. or Commander,	32 Dollars per calendar month.		
Lieutenants	20	Yeoman	9
Master	20	Quarter-Master	9
Mates	15	Quarter-Gunner	8
Boatswain	15	Cook	12
Boatswain's first Mate	9 $\frac{1}{3}$	Coxswain	9
Ditto, second ditto	8	Captain's Clerk	15
Gunner	15	Steward	13 $\frac{1}{3}$
ditto Mate	10 $\frac{2}{3}$	Chaplain	20
Surgeon	21 $\frac{1}{3}$	Able seamen not to exceed	8
Surgeon's mate	13 $\frac{1}{2}$	Captain of marines	26 $\frac{2}{3}$
Carpenter	15	Lieutenants	18
Carpenter's Mate	10 $\frac{2}{3}$	Serjeants	8
Cooper	15	Corporals	7 $\frac{1}{3}$
Midshipman	12	Fifer	7 $\frac{1}{3}$
Armourer	15	Drummer	7 $\frac{1}{3}$
Sailmaker	12	Privates or marines	6 $\frac{2}{3}$

SHIP'S ARTICLES

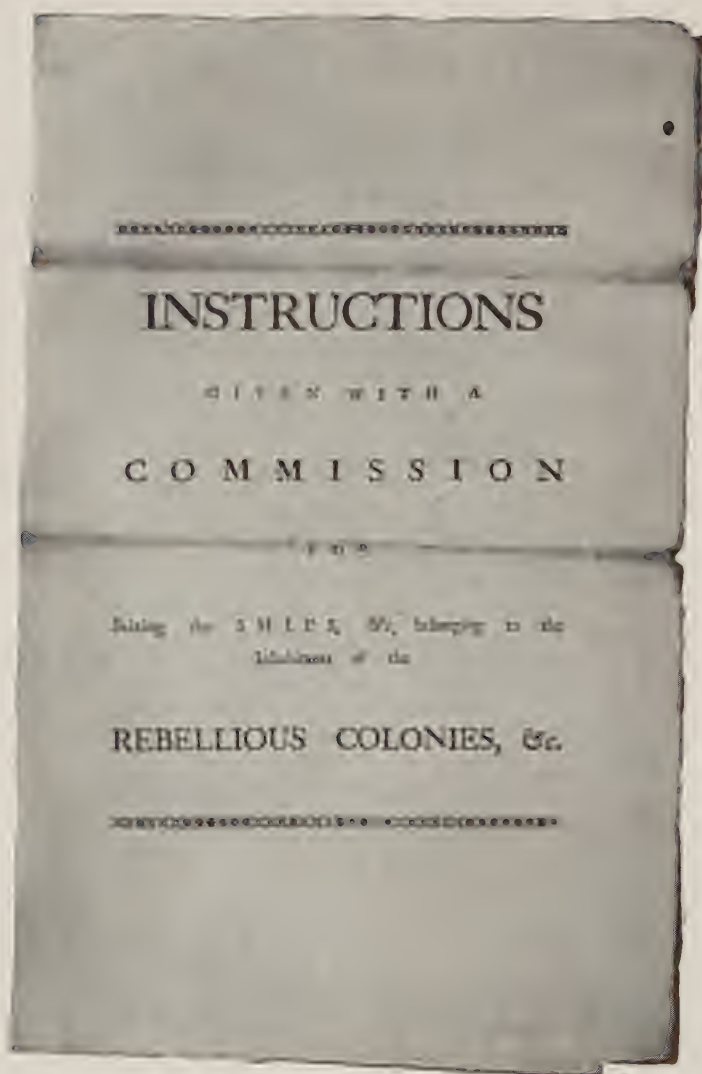
and

Orders of Congress.

WE whose hands and marks are hereunto set and subscribed, being officers, seamen and marines, do and each of us do agree to and with.....of the good ship, called the.....belonging to the Thirteen United Colonies of North America, in manner and form following, that is to say,

In the first place, we do hereby agree for, by and under the considerations after mentioned, to and with the said Commander, forthwith to enter and ship ourselves, and in due and seasonable time to repair on board the said ship called theand during the term of.....months to the utmost of our power and ability respectively to discharge our several services or stations, and in everything to be conformable and obedient to the several requirings and lawful commands of the said.....and his successors in command.

SECONDLY, We do also oblige and subscribe ourselves to serve on board the said ship during the said cruize, and as she is a ship of war, we do severally oblige ourselves by these articles, to comply with and be subject to the rules and discipline of the American fleet, as established by the Congress, and to be governed and commanded in time of action with an enemy, according to the same rules, and submit ourselves to the same punishments and penalties as are there inflicted, in case we or any of us offer to desert our quarters, or not obey the commands of the said.....or his successors in command, in giving chace to any ship or ships, vessel or vessels, or otherwise, and if upon a scrutiny of our said.....or his said officers, we or any of us should be found guilty of any breach contrary to this agreement, or any act of cowardice, we do hereby severally submit and agree to allow and forfeit our several and respective shares of and in any prize or prizes



BRITISH "INSTRUCTIONS"
(Title)

we shall then have taken, to be divided amongst the ship's company.

THIRDLY, We do also generally agree and oblige ourselves, that when any prize or prizes have been taken, to follow the express directions of the said.....or his successors in boarding the said prize, and be under the command of any officer whom the said.....shall appoint and be assisting him to carry the said prize to whatever port or ports such prize or prizes shall be assigned by the said.....and we do hereby severally agree and covenant in that case to be true and faithful in discharge of our duty and trust, and will not in any shape embezzle, defraud or plunder anything on board such prize or prizes, and in case any or either of us shall be found guilty of any breach contrary to the true meaning of this agreement, we, and such of us being guilty thereof, do hereby severally submit and agree to allow so much of all and every one our shares, and part of our shares of and in said prize or prizes then or thence after to be taken, and of all our respective wages that then shall be due and coming to us in respect of our services, as shall make good such plunder or embezzlement we shall have been guilty of.

FOURTHLY, And it is also further agreed to be the true intent and meaning of all parties hereto, that the officer or officers of any of the ship's company sent on board any prize, shall have as good a share and interest of any prize that shall be thereafter taken during his or their absence, as if he or they had been on board the said vessel at the time of taking thereof, anything herein contained to the contrary notwithstanding. Provided always, and it is hereby agreed to be the meaning of the said last mentioned clause, that if the said officer or officers, and such of the said ship's company to whom the conduct and management of any prize has been entrusted do not (first having accepted the commands of the said commanders concerning the said prize under his or their custody) immediately repair to the respective port or harbour where the said.....or his successors in command shall order, or do not proceed with the said prize or prizes to the respective port or ports to be assigned by the said.....for the time being, that then and in failure of any or either of the agreements

aforesaid contained on our parts, we and each and every one of us so offending, do hereby severally submit and agree to be cashiered not only for our several and respective interests and shares of, and in the captures or prize-money, but totally to be excluded and divested from the payment of any wages then due to us, for and in respect of our several services on board the said ship.....and the interest and shares of such delinquents that otherwise would have accrued to us.

FIFTHLY, And the said.....for and in behalf of himself and the Thirteen United Colonies of North America, doth hereby covenant and agree to, and with the said officers, seamen and marines, whose name or marks are hereto set and subscribed, to pay them in consideration of such services, so much money per month as in a Schedule hereunder mentioned, set opposite to the names or marks of each respective officer, seaman or landsman; and likewise to advance to each and every of them one month's pay at entrance (due security for the same being first given;) the receipt whereof they do hereby acknowledge.

SIXTHLY, And as an encouragement to exert the valour of the seamen and marines in defending the said ship and in subduing and distressing the said enemy, the said.....for and on behalf of the said Thirteen United Colonies of North America, doth further covenant, promise and agree to, and with all and every the officers, seamen, and marines, parties hereto, that in case any prize or prizes shall be taken by the said ship during the intended cruize, that the same shall be proceeded against, and distributed according to the resolutions of Congress.

SEVENTHLY, And it is by these presents mutually agreed and covenanted to, by and between the said.....and every the officers, seamen and marines parties hereto, that in case the Commander for the time being lose a limb in an engagement, or be otherwise disabled, so as to be rendered incapable afterwards of getting a livelihood to subsist upon, he shall receive out of the net profits of such prize or prizes, or prize goods, if so much arise, before dividend or distribution be declared, the sum of Four Hundred Dollars; or if he lose his life, his widow or children (if any), shall receive the said Bounty of Four Hundred Dollars, together with all prize-

money to him belonging at the time of his decease. And if the Captain of the Marines, or any other commission or warrant officer lose a limb, or be otherwise disabled, so as to be rendered incapable afterwards of getting a subsistence, he or they so disabled shall receive a bounty of Three Hundred Dollars, if so much arise from the net profits as aforesaid; and in case of death, the widow or children (if any) is, and shall be entitled to the same together with their share of prize-money due at the time of their decease. And if an inferior officer, seaman or marine lose a limb, or be otherwise disabled so as to be rendered incapable afterwards of getting a subsistence, he or they shall receive a bounty of Two Hundred Dollars, to be deducted as aforesaid, and in case of death, his widow or children (if any) is, are, and shall be intitled to the same, together with his share of prize-money due at the time of his decease.

HE who first discovers a ship or vessel which shall afterwards become a prize shall be intitled to a double share of such prize.

THERE shall be ten shares of every prize, which shall be taken and condemned, set apart to be given to such inferior officers, seamen & marines, as shall be adjudged best to deserve them by the superior officers, who shall be appointed to make such determination.

HE who shall first board a ship or other vessel making resistance, which shall become a prize, shall be entitled to a triple share.

PROVIDED always, and it is hereby declared to be the true interest and meaning of the parties to the aforementioned articles and orders, that any of the officers, seamen and marines shall be liable to be removed by the Congress or Committee of the Congress, during the recess thereof, or by the Commander in chief of the American fleet for the time being, from the aforesaid vessel or any other armed vessel in the service of the Thirteen United Colonies, anything contained in the foregoing orders and articles notwithstanding.

THE Committee, to whom it was referred to consider how the shares of prizes allotted to the captors ought to be divided between the officers and men, brought in their report, which being taken into consideration, was agreed to as follows:

RESOLVED, That the Commander in chief have one twentieth part of the said allotted prize-money taken by any ship

or ships, armed vessel or vessels under his orders and command.

THAT the Captain of any single ship or armed vessel have two twentieth parts for his share; but if more ships or armed vessels be in company when a prize is taken then the two twentieth parts to be divided amongst all the said captains.

THAT the Lieutenants of the marines, Surgeons, Chaplains, Pursers, Boatswains, Gunners, Carpenters, the Masters Mates, and the Secretary of the fleet share together and have two twentieth parts, and one half of a twentieth part divided among them equally of all prizes taken when they are in company.

THAT the following petty warrants, and petty officers (viz. allowing for each ship six Midshipmen; for each brig four Midshipmen; for each sloop two Midshipmen, one Captain's Clerk, one Surgeon's Mate, one Steward, one Sailmaker, one Cooper, one Armourer, two Boatswain's Mates, one cook, one coxswain, two Serjeants of Marines for each ship and one Serjeant for each brig or sloop) have three twentieth parts divided among them equally; and when a prize is taken by any ship or vessel, on board of which the Commander in chief is, or in company, then the Commander in chief's cook or coxswain to be added to this allotment, and have their shares with those last mentioned.

THAT the remaining eight twentieth parts, and one half of a twentieth part, be divided among the rest of the Ship or Ship's companies as it may happen, share and share alike.

THAT no officer or man have any share, but such as are actually on board their several vessels at the time any prize or prizes are taken, excepting such as may have been ordered on board any other prizes before taken, or sent away by his or their commanding officers.

INSTRUCTIONS to the Commanders of Private Ships or vessels of war, which shall have commissions or letters of marque and reprisal, authorizing them to make captures of British vessels and cargoes.

1. You may by force of arms attack, subdue, and take all ships and other vessels belonging to the inhabitants of Great Britain on the high seas, or between high water and

IN CONGRESS,

MAY 2, 1780.

INSTRUCTIONS

TO THE

CAPTAINS AND COMMANDERS

OF PRIVATE ARMED VESSELS,

Which shall have COMMISSIONS, or LETTERS of

MARQUE and REPRISAL.

I. **Y**OU may by force of arms attack, subdue and take all ships and other vessels belonging to the Crown of Great-Britain, or any of the subjects thereof, on the high seas, or between high water and low water marks, (except the ships or vessels together with their cargoes, belonging to any inhabitant or inhabitants of Bermuda, and such other ships and vessels bringing persons with intent to settle and reside within the United States; which you shall suffer to pass unmolested, the Commanders thereof, permitting a peaceable search, and giving satisfactory information of the contents of the lading and destination of the voyages.) And you may also annoy the enemy by all the means in your power, by land as well as by water, taking care not to infringe or violate the laws of Nations or the laws of neutrality.

II. You are to pay a sacred regard to the rights of neutral Powers and the usage and custom of civilized Nations, and on no pretence whatever, presume to take or seize any ships or vessels, belonging to the subjects of Princes, or Powers in Alliance with these United States; except they are employed in carrying contraband goods or soldiers to our enemies, and in such case, you are to conform to the stipulations contained in the treaties, subsisting between such Princes or Powers and these States: And, you are not to capture, seize or plunder, any ships or vessels of our enemies, being under the protection of neutral coasts, Nations or Princes, under the pains and penalties expressed in a Proclamation, issued by Congress, the ninth day of May, Anno Domini, 1778.

III. You shall bring such ships and vessels as you shall take, with their guns, rigging, tackle, apparel, furniture and lading, to some convenient port or posts, that proceedings may thereupon be had in due form of law, concerning such captures.

IV. You shall send the Master or Pilot, and one or more principal person or persons of the company of every ship or vessel by you taken, in such ship or vessel, as soon after the capture as may be, to be, by the Judge or Judges of such Court as aforesaid, examined upon oath, and make answer to such interrogatories as may be propounded, touching the interest or property of the ship or vessel and her lading; and at the same time, you shall deliver or cause to be delivered, to the Judge or Judges, all passes, sea briefs, charter parties, bills of lading, cockets, letters, and other documents and writings found on board, proving the said papers by the affidavit of yourself, or of some other person present at the capture, to be produced as they were received, without fraud, addition, subduction or embezzlement,

low water marks, except ships and vessels bringing persons who intend to settle and reside in the United Colonies, or bringing arms, ammunition, or warlike stores to the said Colonies, for the use of such inhabitants thereof as are friends to the American cause, which you shall suffer to pass unmolested; the Commanders thereof permitting a peaceable search, and giving satisfactory information of the contents of the ladings and destinations of the voyages.

2. You may by force of arms, attack, subdue, and take all ships and other vessels whatsoever carrying soldiers, arms, gunpowder, ammunition, provisions, or any other contraband goods to any of the British armies or ships of war employed against these Colonies.
3. You shall bring such ships and vessels as you shall take, with their guns, rigging, tackle, apparel, furniture and ladings, to some convenient port or ports of the United Colonies, that proceedings may thereupon be had in due form before the Courts, which are or shall be there appointed to hear and determine causes civil and maritime.
4. You or one of your chief officers shall bring or send the Master or Pilot, and one or more principal person or persons of the company of every ship or vessel by you taken, as soon after the capture as may be, to the Judge or Judges of such Court as aforesaid, to be examined upon oath, and make answer to the interrogatories which may be propounded touching the interest or property of the ship or vessel and her lading; and at the same time you shall deliver or cause to be delivered to the Judge or Judges, all passes, sea briefs, charter parties, bills of lading, cockets, letters and other documents and writings found on board, proving the said papers by the affidavit of yourself or of some other person present at the capture, to be produced as they were received, without fraud, addition, subduction or embezzlement.
5. You shall keep and preserve every ship or vessel and cargo by you taken until they shall by sentence of a Court properly authorized, be adjudged lawful prizes, not selling, spoiling, wasting or diminishing the same, or breaking the bulk thereof, nor suffering any such thing to be done.

6. If you or any of your officers or crew, shall in cold blood, kill or maim, or by torture or otherwise cruelly, inhumanly and contrary to common usage and the practice of civilized nations in war, treat any person or persons surprized in the ship or vessel you shall take, the offender shall be severely punished.
7. You shall by all convenient opportunity send to Congress written accounts of the captures you shall make, with the number and names of the captives, copies of your journal from time to time, and intelligence of what may occur or be discovered concerning the designs of the enemy, and the destinations, motions and operations of their fleets and armies.
8. ONE third, at least, of your whole company shall be land men.
9. You shall not ransom any prisoner or captives, but shall dispose of them in such manner as the Congress, or if that be not fitting in the Colony whither they shall be brought, as the General Assembly, Convention, or Council, or Committee of Safety of such Colony shall direct.
10. You shall observe all such further instructions as Congress shall hereafter give in the premises, when you shall have notice thereof.
11. If you shall do anything contrary to these instructions or to others hereafter to be given, or willingly suffer such thing to be done, you shall not only forfeit your commission and be liable to an action for breach of the condition of your bond, but be responsible to the party grieved for damages sustained by such malverzation.

Extract from the Minutes,

CHARLES THOMSON, SEC^Y.

Wednesday, April 3, 1776.

Before tabulating the available list of the Connecticut Privateers of the American Revolution, it may not be amiss to record some of the details of what constituted the general character of such a vessel. The word "privateer" was given to a vessel or her commander, having Letters of Marque or a

Writing of Marque, meaning a warrant or license of seizure, an extraordinary commission granted by some supreme authority or state to its citizens, to make reprisals at sea on the subjects of another, in order to gain indemnity for injuries received.

"All men of war, with *scripts of mart* that went,
And had command the coast of France to keep,
The coming of a Navy to prevent."

(*Drayton, Battle of Agincourt.*)

The inventory of the privateer in use during the American Revolution, as evidenced from various papers discovered, varied in one way and another, but in general the following would include the "tackle, furniture and apparel" so often referred to in the libels:

1 Jibb	60 Pounds tobacco
1 Foresail	52 Hanks wool
1 Mainsail	3 Sheep skins
1 Flying jibb	A quantity of oakum
1 Fore t'gallant	3 Bolts oznabrigs
1 Main t'gallant	20 Yards Tammie
1 Spanker	6 Wooden buckets
1 Fore topsail	1 Traverse Table
1 Main topsail	2 Sets Burton tackle
8 Steering sails	3 Double blocks
1 Ring tail	1 Fiddle block
1 Cable	6 Spare sheaves
1 Cable & anchor	3 Snatch blocks
1 Bower anchor	1 Treble block
8 Sweeps	28 Tackle blocks
1 Yawl	1 Topping lift
1 Boat	Shrouds
2 Marlin spikes	Ratlines
2 Hammers	Stays & falls
2 Bundles waste cloth	Halyards & tacks
2 Bundles nettings	Lifts & bowlines
2 Hand saws	Sheets & braces
2 Scrapers	Brails & signal halyards
1 Crow bar	28 Belaying pins
3 Water casks	1 Lead line
2 Hen coops	1 Dipsey line
1 Pair hogshead slings	1 Log line & reel
10 Pair hand-irons	1 Speaking trumpet
10 Pair ankle-irons	1 Compass
2 Man ropes	1 Quadrant
2 Reels spun yarn	2 Lanthorns
1 Axe	1 Time glass ½ hour
2 Draw-buckets	1 28-second glass
3 Bushel salt	Fish hooks & lines

1 Pump hook	4 pdr guns
Pump gear	Britchins & aprons
17 Bu. Indian corn	8 Gun carriages and tackles
3 Bbbls. pork	8 Sponges
12 Bbbls. beef	8 Worms & ladles
11 Bu. rye flour	8 Match staves
15 Bu. onions	20 Musquets
1 Drum	2 Brass blunderbuss
1 Pr. dividers	4 Swivels
A quantity of nails	8 Pistols
An Almanack	1 Box of flints
2 Grappling irons	7 Keggs powder
1 Caboose & smoke pipe	2 Reams cartridge paper
2 Iron pots	2 Mallets
Pewter mess gear	A quantity of 4 pounder shot
4 Flaggons	42 Hand grenadoes
4 Cabin chairs	Grape & langrel
1 Rule joint table	Sheet lead
1 Horn lanthorn	2 Tinder boxes
1 Bundle quills	8 Cutlasses
3 Qrs. paper	1 English Jack
2 Doz. ink powders	1 Continental colours
1 Soapstone ink bottle	2 Pendants
2 Log books	2 Bbbls. rum
2 Chests	4 Bbbls. sugar
8 Carriage	

The Sea Journal or Log was kept in an ingenious way. It was an account of the ship's "way," usually prescribed in a "set" manner. The book was in *folio* size on hand-made paper stock, the only kind available, and contained the watermark of the maker and the arms of Great Britain as a rule, until the American paper makers had a chance to manufacture their own. The left side pages of the book contained the details in columns, such as the day of the month, initials of the week-days, latitudes made by observation of the sun or stars, currents and how they "set," the course steered by the compass, variation of compass, distance sailed in leagues or miles, the northings, southings, eastings and westings of the "day's work," the latitude by dead reckoning, and the difference in longitude by Mercator's method (if they were able to get it). The Log generally began with: "A Journal of an intended voyage (or cruise) from New London to St. Martins. I take my departure in Latitude 41° N. Longitude 72° W. at 12 o'clock March 2, 1781. Light southerly breezes and clear. The Letter of Marque Brig *Black Princess*. Humphrey Crary, Master." On the right side pages of the book would be entered the winds, and the remarks relating to the principal occurrences and hap-

penings on board the vessel for the 24 hours, how the people were employed, details of what was seen at sea, and what transpired in general. The instrument used in taking observations was either a "Back-staff" (Davis hog-yoke quadrant) or an "Octant" (Hadley's quadrant). The sextant had not yet come into use.

Local time was roughly obtained before and after the time of watches, by means of the pocket sun-dial and compass. This handy little instrument was used quite universally, both at sea and upon land, and was about the only timepiece available, pending the perfection of the watch and the chronometer. The hour or sand-glass was of course necessary; in fact, the hour-glass was used on board ships of the British Navy as late as 1830.

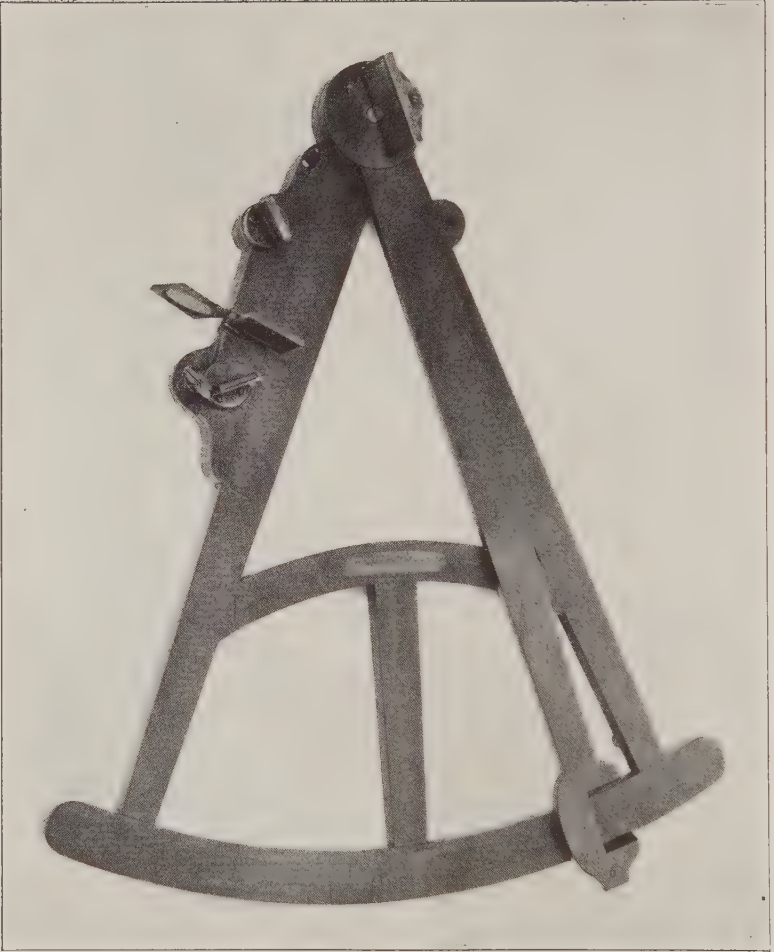
The celebrated navigator John Davis produced his sea-quadrant, or "hog-yoke," about 1594. This instrument was made of wood,—mahogany, or ebony, and sometimes teak, with its arches made of boxwood. Some were highly decorative and inlaid with ivory or pearl, while others were very plain and ordinary. The joints were very carefully made, and their close and true fitting required the highest skill and workmanship. The instrument consisted of three vanes and two arches: the horizon vane, which in observing was pointed to the horizon; the shade vane, so called because of its giving the shadow upon the horizon vane when observing; and the sight vane, which was placed at the eye of the observer, and through which the shadow and horizon vane were seen. The smaller arch on the end of the instrument next the horizon vane was the "sixty" arch, because it was graduated to 60 degrees, and the larger arch was called the "thirty" arch, as it was marked to 30 degrees, this arch being divided into degrees and minutes. When observing, the shade vane was shipped upon the "sixty" arch, always to an even degree, the arch being numbered from the upper end downward. The instrument was used to take the sun's meridian altitude. The horizon vane, being shipped on the end, the shade vane on the "sixty" arch to a number of degrees less than the complement of the altitude by 15 or 20, the sight vane ready on the "thirty" arch,—then, with the back to the sun, the sight vane placed to the eye, observation was made so as to cause the shadow of the upper edge of the

shade vane to fall upon the upper part of the slit in the horizon vane, where there was a black line. If the horizon appeared through the slit, that was the sun's altitude, but if it did not appear, the sliding sight vane was shifted on the "thirty" arch until it did show. By adding the degrees of the "sixty" arch to the degrees and minutes thus found on the "thirty" arch, the sum was the complement of the meridian altitude. If the sun's meridian was south, and the declination north, the declination added to the zenith distance was the latitude north. The declinations were already worked out and tabulated, as well as the variations of declination to every 15 degrees of longitude from the meridian of London, in a handy "Kalendar" or nautical "almanack." The Davis quadrant or back-staff remained in common use until superseded after 1731 by John Hadley's octant, and the Davis instrument was used by those accustomed to it as late as the American Revolution, as some of the inventories of that period show.

Edward Wright devised a sea quadrant about 1599, similar to the Davis quadrant, but it required two persons to use it, and was therefore not as popular or practical on an unsteady ship.

John Hadley probably made his first octant in the summer of 1730. It was tried out in 1732 by order of the Admiralty, found satisfactory, and was made and quite universally used by mariners for many years, or until replaced by the sextant. The invention of the sextant is credited to Thomas Godfrey of Philadelphia, in November, 1730. Clocks were probably invented about 1480, and watches about 1530; then it was that they were used for finding the difference in longitude between two places by comparison with local time. But they were inaccurate and not relied upon until about 1735, when the chronometer was developed to be an almost perfect time-keeper.

The log-chip was a device for finding the rate of the ship's speed. It commonly consisted of a triangular piece of wood curved at the bottom, and loaded, so it would float upright in the water. It had a radius of about 6 inches and was about one-quarter of an inch thick. To its corners was attached a cord termed the "log-line," which was wound around a reel, the axis of which projected, allowing it to turn freely when held in the hands. The line was long enough to measure the



"HADLEY" QUADRANT
Owned by Morgan B. Brainard, Esq.

distance sailed by the ship at her greatest speed during a given time, usually 30 seconds, and was divided into *knots*, corresponding to a proportionate part of a nautical mile, that is, 51 feet, though some navigators made it a trifle longer or shorter as they conceived that the ship overran or underran her reckoning. The line was knotted at such intervals that the spaces bore the same relation to the nautical mile that a half-minute did to an hour. That is, the knots had to be the 120th of a nautical mile apart. There was a certain length of line—not marked—intervening between the chip and the first division on the line. This was termed the “stray line,” and served to allow the chip to drift out beyond the dead water in the wake of the ship. Each knot was sensible to the feeling as well as the sight and was subdivided into 10 fathoms, so called. The time was measured by a small sand-glass. In heaving the log, the observer—an officer or petty officer—would throw the chip over the taffrail, and as the first mark on the line passed over the reel would call out to his assistant, “Turn,” when he would immediately invert the sand-glass. When the sand had all run out, the assistant would call out, “Up,” when the observer would check the line, noting the knots and fathoms which had passed out. Estimating a mile at 6,139 feet and using a 30-second glass, one knot would equal 51,163 feet, or 51 feet 2 inches; one fathom would equal 5,1163 feet, or 5 feet 1½ inches. The line would be about 150 fathoms long, and 10 fathoms between the chip and the first knot, for stray line.

The tackle or apparatus used by mariners for finding the depth of water and for bringing up specimens of the bottom, was called the *hand-lead* and *deep-sea-lead* (“dipsey” lead). The depth and character of the ground, when “sounding,” usually enabled the seaman to ascertain approximately his distance from land, as well as the position of his ship. The lead was elongated and had an eye on one end, to which the line was fastened, and a cavity filled with tallow at the other end, to which the “ground” adhered when the lead struck bottom. The hand-lead would weigh about 7 pounds, and there would be about 20 fathoms of line, the line marked to fathoms below 5, and at 7, 10, 13, 17 and 20 fathoms; the numbers between called deeps. Thus: By the *Mark, twain*; by the *Deep, Six*. The deep-sea lead would weigh 25 pounds and have a much

longer line. For deep-sea soundings the ship would be "hove to." These methods were used to find the ship's position.

As to the methods employed in gunnery, at sea, during the American Revolution, there has been very little written, and in privateering little attention was paid to any elaborate system of drill or tactics as a rule, although in some of the larger ships some semblance of order and station billets were recognized. The following rather interesting instructions, "How to Load and Fire a Piece like an Artist," has been discovered:

"To load your piece, first observe the wind and be sure to lay your Budge-Barrel, or Cartridge of powder to windward of your piece, and place your match staff or linstock to leeward; clear the touch-hole, and sponge her well, and strike the sponge on the muzzle to shake off the foulness two or three blows. Stand on the right side of the gun, and let your assistant hold the barrel aslope, so that you may thrust in the ladle, being full of powder, give it a shog, then strike off the heaped powder, he being on the right side likewise, with your body clear of the muzzle, put your ladle home to the chamber, steadily holding your thumb upon the upper part of the ladle staff until your thumbs be under it, and give a shake or two, to clear the powder out of the ladle. As you draw it out keep it up, that you may bring no powder out with the ladle; then with the rammer put the powder home quietly, and then put home a good wad to the powder, and give it two or three strokes, to gather the loose powder together, and it will fire the better; be sure your assistant have his thumb on the touch-hole all the while; then put the shot home with the rammer, and after it another wad and then give it two or three strokes more to settle it home, that there may be no vacuity between the first wad, bullet, and last wad. Standing to windward, and your piece, by the *Dispart* [a sight to allow for the difference between the muzzle and breech thicknesses] directed to the mark, prime her, and let the powder come from the touch-hole to the base ring, your leg, standing forward, and with your match staff, fire the powder on the base ring, and draw back your hand—and you have fired like a Gunner, but if you had given fire upon the touch hole the powder there would have endangered to have blowed the coal and match staff out of your hand. Therefore you must have a care of a touch hole."

Concerning uniform clothing of the privateering crew, there appears to be no evidence, and it is quite safe to say that when a man "entered" or "shipped" his clothing was accepted with him, as his uniform, whatever it may have been, and personal appearance in that direction was probably not much considered. The following notice from the *Connecticut Gazette* of December 26, 1776, gives a little idea of the dress of a seaman of the Revolutionary War:

"Deserted from the privateer sloop *Lyon* commanded by Timothy Shaler on the night next after the 25th of December last, one ————— of Worthington a parish of Middletown. He is about 5 feet 10 inches high, dark complexion, has long black hair, had on when he went away, a reddish surcoat coat, and striped trowsers, with a blanket rolled around for a pack. * * *"

One of the most important items of a privateer's inventory during the American Revolution was the colors or flags used, especially before the year 1778. So far as Connecticut is concerned, but three instances have thus far been observed where the nature or character of the vessel's colors have been made known in records, namely, the schooner *Royal Savage*, commanded by Captain David Hawley of Stratford, a unit of Benedict Arnold's fleet on Lake Champlain in 1776; the Connecticut Colony brig *Defence*, fitted out at New Haven in the same year; and perhaps the privateer schooner *Retaliation*, commanded by Captain Asa Fuller in 1778. The flag of the *Royal Savage* was made up of 13 red and white stripes, with a canton in one corner containing the crosses of St. Andrew and St. George. All that is found relating to the flag of the brig *Defence* is contained in a voucher found on file stating that it was blue and white (evidently the State flag). Nothing is found describing any shield, or grape vines. But with the papers of the British schooner *True Love* (Captain Moulton), captured by Capt. Asa Fuller of the *Retaliation*, is found a small piece of old hand-laid paper of the period, containing a black ink sketch of a flag—evidently meant to indicate blue from the horizontal lines drawn closely together upon it—in the corner of which is a white canton containing one grapevine only, indicating clearly a Connecticut flag. Careful search of Maritime Court Interrogatories reveals no reference to this

important matter. There does appear, in a few instances, reference to "colours," but nothing of a satisfactory descriptive character. In one case an answer was given stating that a Connecticut privateer showed a "white jack with a red cross," but mentions no other device, such as a vine or tree. There were privateers named "Snake," "Viper," and "Rattlesnake," and it would be fair to assume that their colors were indicative of the names, but there are no positive records thus far discovered.



THE CONNECTICUT PRIVATEERS

IN tabulating the following data and available statistics of the Connecticut Privateersmen of the Revolutionary War, it has been perplexing to know just what order or system to adopt, because many of the commanders and their junior officers who survived were, by force of circumstances, taken prisoners, paroled, exchanged, or otherwise able to repeatedly engage themselves in re-entering similar service in other vessels as soon as they were at liberty. Some of the vessels themselves made different cruises under different commanders and ownership, such as the *Hancock*, *Beaver*, *Young Cromwell*, etc. If the chronological arrangements had been followed, reference to a given vessel in a given year would not have necessarily contained her entire service or that of her commander and people, as in many instances the same personnel would again appear in connection with another ship in another year, and therefore the personnel, the vessel, and the time would not be harmonious,—so the alphabetical plan by names of vessels has been adopted so far as knowledge of the various vessels could be determined, and the general index will of necessity be relied upon to furnish the available data concerning the personal services in the different vessels and years.

The following compilations and records are made possible by the courtesies and co-operation extended by the Connecticut State Library, the Connecticut Historical Society, the Public Records of the British Admiralty, the Watkinson Library at Hartford, the Superior Courts of Hartford, New Haven, New London, and Fairfield counties, Charles A. Goodwin, Esqr., of Hartford, and various other individuals who have so generously allowed their private documents to be examined.

ABIGAIL, Sloop.

Ackley Riley of Wethersfield, commander. Captured on Aug. 29, 1777, a British sloop of about 22 tons burthen, commanded

by one Brown, with cargo of British goods, and on Sept. 3, 1777, a 90-ton British sloop, the *General Burgoyne*, John Smith, master, bound to Lloyds Neck, L. I., for fuel for the British army in New York, according to Captain Smith's deposition. Libel proceedings on both cases in Hartford County Maritime Court, Sept. 10, 1777. Decree granted in favor of libellant.

Jacob Riley of Wethersfield appears also to have commanded the *Abigail* in 1778, when, on Nov. 24, 1778, he also captured a British sloop of 40 tons, record of which libel and condemnation is also on file.

ACTIVE, Sloop.

Charles Bulkley, of Colchester and New London, commander. This privateer mounted 10 guns and was manned by 60 men. Bonded for \$20,000. The bonders were Charles Bulkley, John Wright and Justus Riley. The owners were John Wright & Co. of Wethersfield. Commissioned May 22, 1781. Captain Bulkley's father, Major Charles Bulkley, moved to New London in 1754 and purchased property on Bank Street. Charles Bulkley the junior was attracted to the sea at an early age and was returning from a West Indian voyage when the Revolutionary War broke out. His vessel was captured by a tender of the British ship *Rose*, and the crew made prisoners. Bulkley was one of the men left on board the prize and sprang into the sea to make his escape, was picked up by a boat and escaped to Block Island, where he secured volunteers, manned two boats, overhauled the sloop and recaptured her and brought her into New London, delivering her up to her owners, the prize crew from the *Rose* being his prisoners. Captain Bulkley joined the Continental Navy and was a junior officer in the fleet of Commodore Hopkins, being in the fight with the frigate *Glasgow* early in 1776, off Point Judith. He remained in the Navy for some time and was captured with Captain Hinman and the ship *Alfred*, March 9, 1778, and sent as a prisoner to England, at Fortun Prison near Portsmouth. He escaped by digging, found his way to France, and thence back to New London in the spring of 1779. He is also credited with the

THESE are to certify, that the *Genl Burgoyne*

John Burgoyne - Master, is employed in His

Majesty's Service, and is now under Orders for *Major Rich*
in to X. A. General - Gen Capt. A. (David) Lord Collyer

Dated

Thomas Shelton, Esq.

at NEW-YORK, the *20th May*

1777

Permit the above
Went to the
J. M. H. H. H.

PERMIT OF THE BRITISH PRIVATEER "GENERAL BURGUYNE"
Taken by Captain Ackley Riley of the "Abigail"

command of the privateer *Randolph*, and the brig *Marshall* later in the war. His command of the privateer *Active*, however, was of short duration. On Aug. 10, 1781, he participated in the capture of the British schooner *Hazzard*, laden with lumber, from Penobscot to New York. The next month, while lying in New London harbor, the *Active* was badly damaged, having been burned at the wharf when Arnold sacked the town, and she was offered for sale. Captain Bulkley was also active in the War of 1812, having command of the Letter of Marque ship *Mars*. He died in New London in 1848.

ADAMS, Sloop.

Edward Beebe, commander. Commissioned July 30, 1777. 14 carriage guns, crew 80. Bonded for \$5,000. Bonders: Edward Beebe, Samuel Broome and John Broome. Owners, Samuel Broome, John Broome, Andrew Rowland and Jeremiah Platt. No other record.

ADVENTURE, Galley.

Samuel Smith, Jr., of Southington, commander. Commissioned June 1, 1781. 6 guns, crew 30. Bonded for \$20,000. Bonders, Samuel Smith, Jr., Asa Bray and Jonathan Root. Owners, Asa Bray & Co. of Southington. In July, 1781, Capt. Smith is recorded as having captured the British schooner *Sword Fish* in Long Island Sound, being a retaken vessel.

AMERICA, Sloop.

William Coit of Norwich, commander. In 1778 this vessel is recorded as cruising in the West Indies and that she captured a British brig and a ship and sent them into Martinico.

AMERICA, Sloop.

Asa Palmer of Stonington, commander. In May, 1777, this vessel captured the British armed sloop *Brittania*, of 45 tons

burthen, Obadiah Rogers, master; also the British sloop *Generous Friend*, 80 tons, John Freebody, master; also the British schooner *Success*, 40 tons, Peleg Borden, master; also the British sloop *Polly*, 40 tons, James King, master; and another sloop of about 50 tons, name unknown. All were taken into New London for libel and condemnation, and favorable decrees granted in the Maritime Court, July 7, 1777.

On July 18, 1777, however, while on another cruise, Capt. Asa Palmer with the *America* was taken by the British and carried into Newport. Edward Williams, lieutenant in the *America*, died a prisoner while on the British prison ship at Newport, in August, 1777.

AMERICAN REVENUE, Sloop.

Stephen Tinker of East Haddam, commander. Commissioned June 15, 1776. 8 guns, crew 25. Bonded for \$5,000. Bonders, Stephen Tinker, Nathaniel Shaw, Jr., and Thomas Shaw. Owner, Nathaniel Shaw, Jr., of New London.

"New London, June 13, 1776.

Sir—I have a sloop that is outward bound and have put on board eight carriage guns and men sufficient to fight them. The bearer Stephen Tinker is in command. Its possible we may fall in with some homeward bound ships, and that we might make the most of what should come in our way, I should be glad to have a commission that we may be intitled to have secure what Prizes we may bring in. The vessel is now ready to sail and if the Bonds are required, will execute them. I am sir,

Your Humb^l Ser^{vt}

Nath^l Shaw Jun^r.

The Honb^{le} Jonathan Trumbull, Hartford."

No further mention is found recorded concerning this vessel or its commander, and from the fact that another vessel of the same name was fitted out with a larger battery and crew in October by the same ownership, it would appear that the first one was either lost or captured.

AMERICAN REVENUE, Sloop.

Samuel Champlin, Jr., of New London, commander. Commissioned October 9, 1776. 12 guns, crew 100. Bonded for \$5,000. Bonders were Samuel Champlin, Jr., John Tiley and Simon Wolcott. Owners, Nathaniel Shaw Jr. & Co. of New London.

On the first cruise of this vessel six prizes are found by records to have been taken, as follows:

Jan. 26, 1777, a British brig from Quebec, taken to windward of Barbadoes, laden with fish, and sent into Bedford for libel.

Feb. 2, 1777, a large prize schooner from Ireland, bound to West Indies with provisions, linen, and 800 firkins of butter, which was driven ashore on Narragansett Beach by the ship of war *Amazon*, but was gotten off safely and brought in for libel.

In February, 1777, a large double-deck brig laden with King's stores and English goods from London to St. Augustine. Sent into a North Carolina port for libel.

In July, 1777, a large ship with 439 hhds. of sugar, which arrived safely at New London for libel.

In July, 1777, a brig from St. Kitts to Ireland, with rum, and sent into Boston for libel.

In July, 1777, a British schooner with 220 hhds. of rum, which arrived at New London the first week in August, being the third prize sent into New London.

On her second cruise, Captain Champlin captured and sent into Boston for libel, May 11, 1778, the British ship *Lovely Lass*, Wade late master, from London to New York with a valuable cargo of provisions, the amount of the invoices being nearly £25,000 sterling. The *Lovely Lass* was captured by the aid of the *Revenge* privateer, Captain Conkling.

On her third cruise, the *American Revenue* received a new commission dated July 21, 1778, and her command was transferred to Capt. William Leeds of Groton, and during the last

week in September, 1778, he arrived at Bedford with the British schooner *Juno*, Samuel Pepper late master, with a cargo of salt, bound from New York to Quebec.

In April, 1779, the schooner *Polly*, Samuel Price, master, was brought into New London for libel, and decree granted favoring captors April 28, 1779.

In May, 1779, the British privateer schooner *Sally*, John Spelling, master, and the schooner *Proteus*, Edward Standing, master, were libeled and favorable decree given captors June 10, 1779.

On her fourth cruise she was commissioned June 9, 1779, under the command, again, of Capt. Samuel Champlin, and on July 5th sent into New London the British privateer *Sheelah*, Henry McKibben, master, from New York; also the schooner *Carolina*, James Johnson, master, as shown by New London County Maritime Court records of August 17, 1779. There is also a record of his taking the British sloop *Betsey* on June 17, 1779. This was a re-capture. The *Betsey* was commanded by Benjamin Crane, and was bound from Newbern, N. C. to Dartmouth with provisions. She had been taken by the British privateer *Sheelah* (also taken) of New York, owned by Robert Wadelle and Hugh Breen. On board the *Betsey* were found the Captain's and Lieutenant's orders to Mr. Young the prize-master, reading as follows: "On your arrival in New York you are not to let the boat go on shore until you have put all the prisoners on board the prison ship. Signed *Henry McKibbin & Thos. Quill*."

After these episodes Captain Champlin again set sail from New London, but on August 6, 1779, was overhauled and taken by the British frigate *Greyhound* and taken into New York. He was exchanged August 12, 1779. Lt. James Angel, who was also captured, was exchanged August 25th. The sloop *Hancock*, Capt. Lodowick Champlin, which was in company with the *American Revenue*, was closely chased by the *Greyhound*, but heaved her guns over the side, and thus escaped and arrived in Boston. This apparently was the end of the exploits of the *American Revenue privateer* of 14 guns.

Capt. Samuel Champlin died in December, 1780, according

to probate records dated and published in New London, Dec. 18, 1780.

[*Note.*] "Groton, Jan. 5, 1779. Nathaniel Thompson desires all those that he was agent for, for the sloop *Revenue*, Saml. Champlin, comdr., to call on him at Mr. Daniel Eldridge's in Groton as he is ready to settle with them for their prize money." (*Conn. Gazette.*)

AMERICAN REVENUE, Sloop.

William Jigger of New London, commander of still another vessel of this name—and probably the last sent out by the Shaws—is recorded under date of June, 1780, as participating in the capture of the British sloop *Katy*, John Brown late commander, in company with the schooner *Experiment*, under the command of Giles Hall Jr. of Middletown. (See Records Maritime Court, New London County.) On April 17, 1781, Captain Jigger is recorded as having been lost overboard at sea while returning to Stonington. His vessel came in under the command of one Palmer.

ARNOLD, Schooner.

Moses Butler of Hartford, commander of this privateer, while cruising in company with the *Independence*, Capt. Gurdon Burnham, captured the British sloop *Sally* of 50 tons burthen, Eliakim Jones late master, on June 4, 1779, with a cargo of 8000 feet of plank, wool, coffee, &c., and libeled her in the Hartford County Maritime Court, as evidenced by her papers on file. Decree granted captors.

ARTILLERY, Brig.

Stephen Buckland, commander, duly commissioned by Governor Trumbull as a privateer, captured the British privateer schooner *British Legion*, 45 tons, 8 carriage guns, Charles Cochran late master, on Saturday, Aug. 19, 1780, as shown by Hartford County Maritime Court records.

BEAVER, Sloop.

Joseph Dodge of Stonington, commander, commissioned March 6, 1778. 12 guns, crew 65. Bonded for \$5,000. Bonders, Joseph Dodge, Samuel Broome and John Broome. Owned by Joseph Trumbull, Samuel and Joseph Broome and John Livingston. In May, 1778, while on her maiden cruise, she was chased back into New London by the British frigate *Maidstone*, having a narrow escape from capture. In June she was advertised to sail under the command of Capt. William Havens. On June 10th, however, Captain Dodge libeled the following, brought in as his prizes: the British sloop *Morning Star*, Peter Woglam late master, and the *Seaflower*, George Webster late master, with their cargoes. These cases were favorably acted upon in behalf of the captors in the Maritime Court.

In October, 1778, Captain Havens, under this same commission and bond, while on a cruise fell in with and captured the British sloop *Lord Howe*, William Price late master, with cargo, and brought her into New London. Prize court proceedings were held Nov. 25, 1778, at Norwich.

Jan. 29, 1779, he assisted in the capture of the British privateer brig *Ranger*, the British brig *Peter*, Joseph Brown master, and the British brig *Thomas & William*, James Smith master, all at Sag Harbor, L. I.

In April, 1779, he assisted Captain Hinman in capturing the privateer *Game Cock*, Charles Letelier late master.

April 16, 1779, he took the British sloop *Charlotte*, Charles Wheeler late master, with cargo, bound from Newport to New York, and captured 9 prisoners.

In May, 1779, he was again rewarded with the capture of the British schooner *Mulberry*, Philip Abier late master, and the privateer sloop *Hunter*, Robert McLarty late master, as evidenced by Court proceedings June 10, 1779. Also the British privateer brig *Bellona*, Thomas Lawrence master, and the sloop *Lady Erskine*, Edward Drew master, the latter in company with Captain Hinman.

On June 9, 1779, he captured the privateer *Rover* of 6 guns, Captain Hays, off Sandy Hook.

On June 18, 1779, he arrived at New London with the Brit-

ish privateer schooner *Auctioneer*, 6 guns, Samuel Rogers late master, taken near Sandy Hook on June 15th, when only 8 hours out.

BEAVER, Sloop.

On the 3d of Sept. 1779, this vessel was re-commissioned under the same command, viz. Capt. William Havens, 12 guns and 65 men. The crew list is not available. The bonders were William Havens of New London and David and John Trumbull of Lebanon, and the owners were Samuel Broome & Co. of Boston.

On October 12, 1779, she took a British brig from Hispanola—a retaken prize—and some time in September the British brig *Jenny*, James Duncanson late master, from New York; also the British sloop *Fly*, Alexander McCaskie late master; all of which were subjected to libel and condemnation in the New London Court held in October, 1779.

On Dec. 3, 1779, the *Beaver* arrived in New London and brought in a British brig from Surinam to New York, with a cargo of molasses and gin.

In 1780, the last record of her prizes under Captain Havens appears to be the capture of the brigantine *L'Amiable Constance*, James Devereux, late master.

On March 4, 1780, this same vessel was re-commissioned under the command of Capt. Daniel Scovel of Farmington, and under the same ownership, her bond remaining as originally given as to amount. She also retained her same battery of 12 guns, but her complement appears to have been increased to 70 men.

She sailed again from New London early in March, but had only been out a short time when taken by H. M. S. *Galatea*, Captain Reid, and the cutter *Retaliation*, Wm. Skinner, Lieut., commanding. The following deposition and crew list gives the last data concerning this successful little privateer:

Public Record Office, London.

Adm. Court. Prize Papers 286.

Province of New York

(Sloop *Beaver* Privateer)

Court of Vice Admiralty.

The Deposition of Benjamin Hilliard sworn & examined on behalf of our Sovereign Lord the King in the cause of John Tabor Kempe Esquire his Majesty's Advocate General for the Province of New York at & by the Relation of James Reid Esquire Captain & Comander of his Majesty's Ship of War the *Galatea* on Behalf of himself, William Skinner Esquire Lieutenant in his Majesty's Navy & Commander of the Armed Cutter *Retaliation* being a Tender to his Majesty's Ship of War the *Thames* and the other Officers and Crew of his Majesty's said Ship of War and Tender & all others interested therein against the Privateer Sloop *Beaver* her Apparel Furniture &c &c taken upon the Standing Interrogatories filed in this Court.

1. To the first Interrogatory this Deponent saith that he was born in Connecticut, that he has lived there for seven years last past, and that he is a Subject of the United States of America.

2. To the second Interrogatory this deponent saith that he was present at the Taking of the armed sloop *Beaver*.

3. To the third Interrogatory this Deponent saith that the said Sloop was taken in the Latitude of thirty nine Degrees North on the twenty-second Day of March last,—that she was taken as a Prize because she was American property—that she sailed under American Colours, and that she was so seized by his Majesty's Ship of War the *Galatea*, & a Cutter the name of which he does not know.

4. To the fourth Interrogatory this Deponent saith that Dan Scofield was the Commander of the said Sloop when she was taken, and that the place of Residence of the said Dan Scofield is in Connecticut.

5. To the fifth Interrogatory this Deponent saith that the said Sloop *Beaver* is of the Burthen of about one hundred & ten Tons—that there were eighty men on Board of the same (Officers included) at the Time she was taken, that they are

chiefly Americans & were shipped at New London in Connecticut.

6. To the sixth Interrogatory this Deponent saith that he believes the said Sloop was built in the Province of New York—that he has known her about twelve months and that he saw her first at New London aforesaid, and that he was first Lieutenant on Board of the same.

7. To the seventh Interrogatory this Deponent saith, that the name of the said Sloop is the *Beaver*—and that the said Sloop was on a Cruize to seize and take the Ships, Vessels and Effects of British Subjects when she was taken as aforesaid.

8. To the eighth Interrogatory this Deponent saith that he cannot materially depose.

9. To the ninth Interrogatory this Deponent saith that Samuel Broome and Company were the owners of the said Sloop when she was taken & that the said Owners are Inhabitants in Massachusetts Bay.

To the 10, 11, 12, 13, 14, 15 Interrogatories this Deponent saith that he cannot materially depose.

To the 16 Interrogatory this Deponent saith that the Paper No. 1 now shewn him was found on Board of the said Sloop at the Time of her Capture and that he does not know that any Papers were concealed or destroyed on Board of said Sloop.

To the 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Interrogatories this Deponent saith he cannot materially depose.

31. To the 31st Interrogatory this Deponent saith that the said Sloop was armed with twelve four Pounders and that she was commissioned by the Continental Congress to seize & take British Property.

To the last Interrogatory this Deponent saith that he cannot materially depose.

Taken the 16 April 1781.

Benjamin Hilliard.

D. Matthews Reg.

[Endorsed]

The Advocate General
ex Rel James Reid Esq.

v.

Privateer Sloop
Beaver

Dep:
on
St^{re}
Inter

- (1) Printed form endorsed Beaver's Commission.
(2) Printed form endorsed the Adv-Gen¹
ex Rel. James Reid Esq } Monition
v.
Privater Ship Beaver }

Public Record Office
Adm. Muster Books
Ser. 1, 8225.

H. M. S. Galatea

A List of American Prisoners Victual'd at $\frac{2}{3}$ ^d Allowance

Entry	Year	SLOOP BEAVER PRIVATEER		
22d	Mc'h	1780	Comd'r	D 29 Mc'h 1780
			1st Lieut	D 27 "
				New York on Parole
				Prison Ship at New York

Dan ^l	Scovell	
Benj ⁿ	Hilliard	
John	Betcher	
John	Spencer	
Corn ^s	Cunningham	
Jos ^h	Champlin	
Giles	Trubee	
Benj ⁿ	Pratt	
Nath ^l	Nail	
James	Tooker	
Tho ^s	Fosdick	
Rob ^t	Newson	
Sam ^l	Waterhouse	
John	Sheffield	
Theop ^h	Curvin	
Seabury	Champlin	
Joseph	Collins	
Abel	Shaler	
John	Pratt	
John	Whitney	
Amos	Pendleton	
Phineas	Warner	
James	King	
Peleg	Ward	
John	Griffin	
Eben ^r	Rice	

Note:
<i>Beaver's</i>
entire crew delivered
March 27, 1780, to
Prison Ship at New
York.

Stephen Mills
Pat^k Sennett
W^m Chadsey
John Davoll
Solomon Williams
David Fellows
Elisha Malison
David Harris
Henry Ward
Aaron Buck
Nath^l Fellows
Sam^l Lovett
Christ^r Culver
John Hazzard
Sam^l Sims
Benj^a Bull
Israel Geer
Abel Stack
W^m Ross
John Baley
Asa Baley
Paul Herry
John Newson
David Comstock
Ted Dennison
Eph^m Meek
Wood^r Stilman
John Willson
John Peters
Will^m Slone
Dan^l Haines
W^m Conkling
Christ^r Lester
James Beebe
Tho^s Webb
Henry Brim
Simⁿ Stackweather
James Ash
Benj^a Pendleton
Sam^l Hall

Note:

Beaver's

entire crew delivered
March 27, 1780, to
Prison Ship at New
York.

Simⁿ West
 David Gardner
 James Smith
 Silver Oliver
 Sharp^r Hinman
 John Bell
 Fra^s Weedon
 Elias Thompson
 James Miller
 Jos^h Woomsley
 Joshⁿ Babcock
 Eber Hogskies

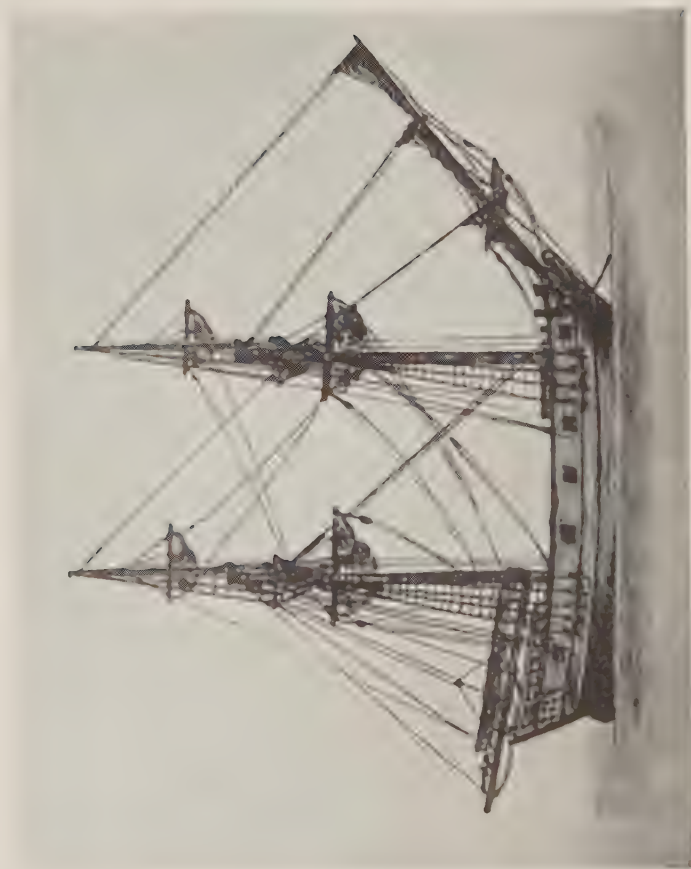
	J. Reid	Captain
	Jam ^s Murray	Master
(Signed)	Rob ^t Hope	Purser
	John Harris	Boatswain

BETSEY, Sloop.

Elisha Brown of Hartford, commander. Commissioned Oct. 17, 1778. 9 guns, crew 20. Bonded for \$5,000. Bonders, Elisha Brown, Samuel Kilbourne and Deodate Williams. Owned by Samuel Kilbourn and others of Hartford. (Vol. 2, p. 5, 196 Cont. Congress.) Captured on first cruise and taken into Antigua.

BETSEY, Sloop.

Captain Nathan Moore captured the British sloop *Seaflower*, Isaac Robinson late master, while cruising off Narragansett Bay in September, 1778. He also captured various appurtenances, apparel and stores of the enemy ships foundered in Rhode Island during the same month, and brought them into New London for libel, as shown by Court records October 5, 1778.



"BLACK PRINCESS," CAPTAIN HUMPHREY CRARY, 1781

From a Water Color

BETSEY, Boat.

Capt. John Barlow of New Haven, duly commissioned by Governor Trumbull as Letter of Marque and Reprisal, captured the British sloop *Tartar* of 70 tons burthen, in Oyster Bay, L. I., Dec. 18, 1780, according to papers on file in the New Haven County Maritime Court, where the captor was granted a favorable decree for his prize. The cargo contained a large quantity of provisions, dry goods, etc., for the British garrison in New York.

BETSEY and *SNAKE*, Armed Boats.

Ackley Riley of Wethersfield and Abraham Wright of Farmington, commanders, under commission of these two armed boats, captured a certain vessel, name unknown, June 23, 1780, containing a cargo of British goods, bound from New York to the eastern part of Long Island. Decree granted favorable to libellants, in Hartford County Court.

BLACK PRINCESS, Snow.

Humphrey Crary of Stonington, commander, commissioned February 7, 1781. 10 guns, crew 12. Bonded for \$20,000. Bonders, Humphrey Crary, Clement Miner and Thomas Seymour. Owned by Dudley Woodbridge & Co. No record found of her captures. She went on cruise and was chased back into Stonington (from St. Martins) from Lat. 39°, Long. 68°, by a British frigate.

BLACK SLOVEN, Schooner.

James Young of New London, commander. Commissioned Oct. 16, 1781. 1 gun, crew 25. Bonded for \$20,000. Bonders, James Young, John Deshon and Nathaniel Shaw of New London. Owned by John Deshon & Co.

On the night of May 8, 1782, while in Great South Bay near

Long Island, captured the British schooner *Betsey*, 30 tons, laden with lumber, then the property and in possession of the enemy, and brought her into New London for libel, where favorable decree was granted. The *Betsey* was commanded by John Green, and was permitted by John Moore, of the British Police Superintendent's office in New York, to have on board 25 lbs. of powder, permit signed Jan. 28, 1782. Cargo lists and other papers are also on file with the *Betsey's* papers.

BLACK JOAK, Galley.

In August, 1781, Captain Enoch Willett captured in Long Island Sound the British pettiaugre *Betsey*, John Mathews late master, and the sloop *Polly*, William Jones master, according to New London Maritime Court records.

BRILLIANT, Sloop.

William Wright of Norwich, commander, commissioned Oct. 10, 1778. 6 guns, crew 40. Bonded for \$5,000. Bonders, William Wright, Benjamin Huntington and Jabez Perkins. Owned by Joseph Howland & Co., Norwich. No further record of this privateer has been found.

BROOME, Sloop.

William Nott of Milford, commander, commissioned July 2, 1776. 10 guns, crew 70. Bonded for \$5,000. Bonders, Wm. Nott, Samuel Broome & Co. Owned by Samuel Broome & Co.

On August 26, 1776, Captain Nott arrived at Bedford in Dartmouth (Mass.) with four valuable prizes, viz.: the British ship *Charming Sally*, John Stell, late master, bound from Dominica to Europe with a valuable cargo of sugar; the snow *Ann*, John Powes late master, from Tobago to Lancaster, England, with sugar and cotton; the British brig *Caroline Packet*, Mark Towle late master, from Antigua to London with sugar, rum and lignum vitae; the brig *John*, Daniel McKay late master, from Granada to Dublin with 90 hhds. of rum.

On Nov. 16, 1776, two British schooners laden with fish and provisions, bound from Halifax to West Indies, were captured and sent into Bedford for libel. The privateer *Independence* participated in their capture.

Captain Nott, after the loss of the *Broome* to the enemy, was exchanged, and was afterwards placed in command of the State armed sloop *Guilford*.

BUNKER HILL, Schooner.

Sanford Thompson of Middletown, commander, commissioned April 7, 1780. 10 guns, crew 45. Bonded for \$5,000. Bonders, Sanford Thompson, Joseph Smith and Comfort Sage, all of Middletown. Owned by Comfort Sage & Co.

On April 14, 1780, Lieut. John Smith of this vessel captured the British privateer sloop *Dolphin*, David Hunter, late master, from St. Kitts, and mounting 10 guns and with a crew of 21 men, also her cargo of 100 poncheons of rum. This was a spirited engagement, and the *Bunker Hill* lost Lieut. Samuel Stow and one man killed, and Captain Thompson and three others wounded.

On April 28th, 1780, Captain Thompson returned to New London from a cruise and brought in as his prize the British schooner *Lee*, William Scott late master, from Martinico to Boston with rum, sugar and molasses. This was a recapture, on the south side of Long Island. On April 15th, Lat. 30° N. the *Lee* was taken by the British brig *Arbuthnot*, James Dowing commander, from New York, who ordered the *Lee* into that port.

On May 26, 1780, Captain Thompson took a ship from Barbadoes with 450 hhds. of rum and sent her into Philadelphia.

CATO, Ship.

Daniel Tappan of Newburyport, commander, commissioned May 6, 1782. 12 guns, crew 50. Bonded for \$20,000. Bonders, Daniel Tappan, Thomas Mumford, Norwich, and Nathan-

iel Richards of New London. Owned by Caleb and Joseph Tappan.

This vessel made her cruising ground in the North Atlantic, particularly off Newfoundland and Nova Scotia.

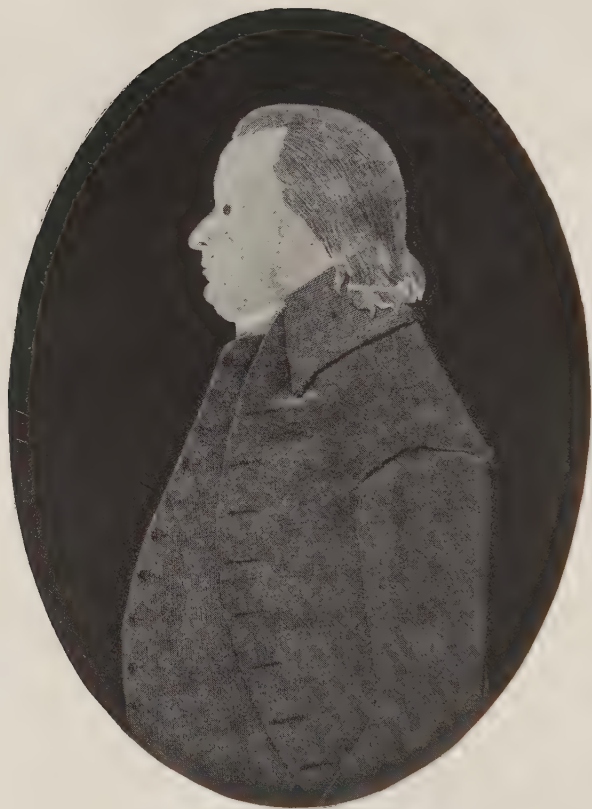
On August 28th, 1782, she took the British brig *St. John*, James Lowrie master. Donald McMullin, a seaman on board the *St. John*, being duly sworn said "that he shipped in said brig June 1, 1782, at Greenock in Scotland, bound to St. Johns in Newfoundland, one James Lowrie then master; that she was partly laden with coals and Dry goods at Greenock (shirts, Jackets, Trowsers, shoes & other traps). He believes one Densmore shipped these articles, but is not certain; that they took in at Dublin 60 hhd. of molasses; that they proceeded from Dublin for St. Johns and that on the 28th of August, 1782, near the Banks of Newfoundland they fell in with an American Letter of Marque ship called the *Cato*, who took the brig and carried the Captain and all the people on board except three; that they took all the Ball goods out of the brig, one new cable, all her new rigging, all the best sails and sail cloth, some coarse earthenware and many other articles, and put on board the brig a prize-master and five hands, and ordered the brig to Newbury or the first American port they could make; but that on Sept. 28th they fell in with H. M. S. *Renown*, who retook the brig and brought her into Halifax, where she now is." No other data disclosed.

CHATHAM, Boat.

Joshua Griffith of Middletown, commander, commissioned Nov. 8, 1782. Small arms, crew 10. Bonded for \$20,000. Bonders, Joshua Griffith, Chauncey Bulkley and Gosninus Eskeleus. Owned by Joshua Griffith & Co. No other record.

CHATHAM, Schooner.

Joshua Griffith appears also as captain of this schooner privateer in 1781, for the Maritime Court records of Hartford County grant him a favorable decree for the capture of the



COMFORT SAGE, OF MIDDLETOWN

Owner of Connecticut Privateers
Schooner "Bunker Hill," Brigantine "Delight,"
Brigantine "Unity," Sloop "Hamlin,"
Revolutionary War period

schooner *Betsey*, John Smith master, on Sept. 21, 1781, bound to Long Island with a British cargo.

This same privateer schooner was in command of Captain David Brooks, according to records of the same Court under date of July 14, 1778, when he captured, on June 7, 1778, the British schooner *Hope*, Amos Hillier late master, 60 tons burthen, with a cargo of West India goods, taken near Point Judith. British registers of the *Hope* are found on file with various depositions.

CENTURION, Sloop.

Joseph Dodge, commander, on April 3, 1782, about four o'clock, being on a cruise in Long Island Sound, near the west end of Fishers Island, captured a whaleboat, Talmadge master, from Long Island to Connecticut or Rhode Island, having on board a quantity of British goods, and brought her into Stonington, and deposited all letters and papers with Nathaniel Miner to be forwarded to the Register of the Maritime Court for libel. Captain Dodge's commission describes him as a resident of Westerly, R. I., 29 years old, 5 feet 7 inches high, dark complexion, light eyes and dark hair, and that Amos Pendleton, his Lieutenant, was born and also resided in Westerly, was 27 years old, 5 feet 7 inches high, of dark complexion, dark eyes and hair. The *Centurion* mounted 6 guns and was navigated by 25 men and was about 25 tons burthen. She was owned by Jonathan Waldron of Stonington. Decree granted favoring libellants in New London.

On the 13th of April, 1782, while cruising about 15 leagues SE of Block Island, Captain Dodge captured the British sloop *Hussey*, mounting 1 carriage gun and 10 swivels and manned by 18 men, commanded by John Atkinson, commissioned by the King. He brought his prize into Stonington. Benjamin Pendleton was Lieutenant of the *Centurion* at this time.

COMET, Privateer.

Capt. William Wattles is recorded as being in command of this vessel, and in March, 1782, on a return voyage from the West Indies, was taken by the British (second time), but was exchanged and took command of the brig *Thetis*, in which he made a voyage to Holland.

COUNT DE GRASSE, Schooner.

Ebenezer Stanton of Stonington, commander, commissioned May 16, 1782. 2 guns, crew 30. Bonded for \$20,000. Bonders, Ebenezer Stanton, Jonathan Brewster and James Geer. Owned by Jeremiah Halsey & Co. No other record. (Vol. 3, p. 7, 196 Cont. Congress.)

DANDY, Brigantine.

George House of New London, commander; commissioned Oct. 16, 1781. 12 guns, crew 30. Bonded for \$20,000. Bonders, George House and John Deshon of New London. Owned by Clarkson & Co. No other record. (Vol. 3, p. 62, 196 Cont. Cong.)

DEANE, Ship.

Elisha Hinman of New London, commander; commissioned June 6, 1780. 30 guns, crew 210. Bonded for \$20,000. Bonders, Elisha Hinman, Thomas Mumford and David Mumford. Owned by Thos. Mumford & Co. of New London. On April 24, 1780, the *Deane* was advertised as fitting out and would be ready to sail against the enemy in May. The officers were as follows: Captain, Elisha Hinman; First Lieut., Rhodes Arnold; Second Lieut., Frederick Chappell; Third Lieut., Luther Elderkin; Sailing Master, John Raymond.

Under date of August 25, 1780, the *Deane* captured and sent into Boston a British brig from Guernsey bound for New York, with a cargo of brandy, Geneva cordials, etc., for the British officers.

On March 26, 1781, record appears of Captain Hinman's taking a British brig with a cargo of beef and pork, sent in libel. (Connecticut Journal, New Haven, March 29, 1781.) The ship *Deane* was afterwards transferred to the Continental Navy, and in June, 1781, Captain Hinman was appointed to the command of the privateer *Marquis de Lafayette*.

Hon. Robert Morris of Philadelphia was part owner with Thomas Mumford of this ship *Deane*. She was formerly the French ship *Le Jonathas*, Pierre Patol late commander, sold to the Mumfords.

DEANE, Brigantine.

Daniel Scovel of Farmington, commander; commissioned March 15, 1781. 18 guns, crew 100. Bonded for \$20,000. Bonders, Daniel Scovel, Justus Riley and John Wright. Owned by Barnabas Deane & Co. of Wethersfield, Conn.

On April 18, 1781, Captain Scovel captured the British sloop *Sophia*, 35 tons, Samuel Wischam late master, with a cargo of rum, sugar, etc., bound to New York for the use of the British fleet and army. The bill of lading, registry and other papers of the *Sophia* are on file with the libel. It appears from her registry that she was taken by the British privateer *Appollo*, and condemned June 8, 1780, in the New York Vice Admiralty. This therefore was a recapture. Decree granted libellants.

On April 21, 1781, he captured a British sloop from Jamaica to New York, and sent her into Connecticut River as a prize.

He also sent into New London the brig *Jenny*, from Jamaica, and another brig, the *Three Sisters*, from St. Kitts to New York with a large consignment of West India goods. One of these brigs was coppered and mounted 14 guns, and made some resistance, whereby she lost one man killed and two wounded.

On July 2, 1781, he took another brig *Jenny*, bound from Jamaica to England, mounting 12 guns and having a crew of 33 men; cargo, rum, sugar and other articles. Libeled in New London Maritime Court.

In October, 1781, Captain Scovel and the brigantine *Deane* are recorded as having been taken by the British and sent into New York.

DEFIANCE, Brigantine.

Thomas King of Groton, commander; commissioned Sept. 4, 1779. 12 guns, crew 70. Bonded for \$5,000. Bonders, Thos. King, Jos. Howland and Jos. Williams. Owned by Howland & Coit of Norwich.

On Oct. 9, 1779, Captain King captured the British transport ship *Badger*, off Blue Point, L. I., with 122 troops on board, but while bound for New London with his prize the *Badger* was retaken the next morning. Captain King took out 4 Hessian officers, 21 soldiers, of the 44th Regiment, also the Captain, mate, and 9 seamen of the *Badger*, and a great quantity of small arms.

In December, 1780, he captured the British sloop *Olive* and schooner *Betsey*.

While in command of another vessel on voyage to the West Indies in January, 1782, Captain King was caught in a tropical storm and his vessel became a total wreck. He and his men were captured by the British and taken into Antigua.

DEFIANCE, Brigantine.

Nicoll Fosdick of New London, commander; commissioned Nov. 27, 1779. 10 guns, crew 60. Bonded for \$5,000. Bonders, Nicoll Fosdick, Joseph Howland and Thomas Coit. Owned by Howland, Coit & Co., Norwich. Witnesses, Pickett Latimer, Giles Mumford, Jonathan Huntington and Eunice Huntington. No other record. (Vol. 3, p. 72, 196 Cont. Cong.)

DEFIANCE, Sloop.

Thomas Park of Groton, commander; commissioned Nov. 1, 1781. 8 guns, crew 20. Bonded for \$20,000. Bonders, Thos. Park, John Park and John Alden. Owned by Thos. Park of Groton.

Record found of this sloop is that she made a raid over to Long Island and seized a drove of cattle belonging to the British, May 15, 1782, and received favorable decree for the capture in the New London County Maritime Court, and on July 14, 1782, she took a two-masted British boat with a sundry cargo, in the Sound.

DELIGHT, Schooner.

Joseph Temple of Glastonbury, commander; commissioned Feb. 24, 1778. 4 guns, crew 40. Bonded for \$5,000. Bonders, Jos. Temple, John Welles and George Welles, all of Glastonbury. Owned by John Welles & Co.

In April, 1778, this vessel captured in the Sound the sloop *Polly* of 36 tons, and the schooner *Sally*, 75 tons, Joseph Hallock late master, and sent them into Fairfield for libel and condemnation, where favorable decree was granted by the Fairfield County Court, May 11, 1778. Daniel Jackson of Norwalk participated in these captures.

DELIGHT, Brigantine.

Ebenezer Sage of Middletown, commander; evidently commissioned by Governor Trumbull in November, 1780, when she made her first voyage. She mounted 8 carriage guns and the following are from her Articles of Agreement: Letter of Marque brigantine *Delight*, commanded by Ebenezer Sage of Middletown, &c., bound from Middletown to Grenada and elsewhere. Dated November, 1780.

Members of Crew.

First Voyage.

Ebenezer Sage, commander	Nov. 20, 1780
Thomas Bassett	Nov. 21
Timothy Cornwell	do 20
John Alling	do 20
Elihu Cotton	do 12
Enoch T. Welles	do 20

Richardson Ray	do 20
John Giles	—
Joseph Bacon	do 20
John Goodwin	Dec. 15
John Harris	Dec 11
Michel Lovis, New London	Dec 18
John Banks	Dec 18
John Dodd	Dec 11
John Wetmore	Nov 28
Eleazur Curtis	Nov 27
Jonathan Southmayd	Nov 20
John Hall	Nov 20

On her second voyage her commander was Nathan Post of Saybrook; commissioned April 10, 1781. 8 guns, crew 20. Bonded for \$20,000. Bonders, Nathan Post, Ebenezer Sage and Edward Hallam. Owned by Comfort Sage & Co. of Middletown.

Members of Crew.

Nathan Post, Master	April 2, 1781
Thos. Bassett, 1st Mate	do 9
James Lanphier, 2d Mate	do 14
Mathew McDonnell, Boatswain	do 8
Richardson Ray, Seaman	do 14
James J. Haines do	do 10
Timothy West do	do 2
Champlin Lanphier do	do 2
Asa Thompson do	do 2
Elijah Bailey do	do 7
Stephen Mills do	do 7
John Alling do	do 9
Jonas Giles do	do 9
Eleazur Curtis do	do 6
Jonathan Russell do	do 6
Jacob Griswold do	do 6
William Cooper do	do 6
Livy—negro —	do 14
John Mason do	June 17

(New London to Guadaloupe and return.)

On her third voyage, Samuel Johnson of Middletown was commander; commissioned July 26, 1781. 8 guns, crew 20. Bonders, Samuel Johnson, Comfort Sage and George Starr, all of Middletown. Owned by Comfort, Sage and Co. Members of crew on this voyage not available. The cruise was made to the West Indies, and she returned to New London Sept. 4, 1782, from St. Kitts. Captain Johnson evidently started on another voyage, which appears to be his last one during the war, as the Connecticut Gazette, under date of Nov. 1, 1782, announces that the *Delight*, Capt. S. Johnson, is captured by the enemy and sent into New York.

DIANA, Brigantine.

Seth Harding of Norwich, commander; commissioned Oct. 29, 1782. 6 guns, crew 15. Bonded for \$20,000. Bonders, Seth Harding, David Trumbull and John Alden. Owned by Thomas Adams & Co. Witnesses, Jabez Huntington and John Porter. No other record. (Vol. 3, p. 101, 196 Cont. Cong.)

DOLPHIN, Sloop.

Joseph Smith of Middletown, commander; commissioned July 30, 1779. 10 guns, crew 25. Bonded for \$5,000. Bonders, Joseph Smith, Ashbell Burnham and Thompson Phillips. Owned by Ebenezer Sage & Co. of Middletown.

The crew list of this Letter of Marque is attached to the articles of agreement for a cruise from Middletown to the Island of Hispanola or elsewhere and is dated Nov. 25, 1779. There was evidently a former voyage made under command of Captain Smith, but the crew list of that cruise has not been found. The following complement under Capt. Ashbell Burnham is probably for the second voyage:

Ashbel Burnham,	Master	Middletown	Nov. 15, 1779
John Christopher	Mate	do	do 18.
Joseph Johnson	Sailor	do	Dec. 10.
James Stocking	do	do	Nov. 24.
Jacob Hurd	do	do	do

William Wignel	Master	Middletown	Nov. 30, 1779
Thomas Rice	do	do	do
Uzziel Clark	do	do	Dec. 1.
Hanover Knap	do	do	Dec. 17.
Thomas Cartonis	do	do	Dec. 2.
Jacob Plumb	do	do	do 3.
Joseph Starr	do	do	do 3.
Asa Gilbert	do	do	Nov. 30.
John Hall	Boy	do	Nov. 20.
Richard Nichols	do	do	Dec. 3.

DOLPHIN, Schooner.

Thomas Hender, commander; commissioned in 1778 by Governor Trumbull. He is recorded as having captured a British sloop (name unknown) 45 tons burthen, Thos. Anthony late master, on August 17, 1778, with a valuable cargo. The libel proceedings appear among the Maritime Court papers of Hartford County and are dated Sept. 28, 1778. Decree granted in favor of libellant.

DOLPHIN, Schooner.

Edward Latham, commander; commissioned Dec. 2, 1779. 8 guns, crew 20. Bonded for \$5,000. Bonders, Edward Latham, Thomas Mumford and Giles Mumford, all of Groton. Owned by Thomas Mumford & Co. of Groton. Witnesses, G. Saltonstall and Mary Saltonstall. No other record. (Vol 4, p. 25, 196 Cont. Cong.)

DOLPHIN, Sloop.

Isaac Phelps of Hartford, commander; commissioned Oct. 16, 1781. Mounting 6 guns, crew 20 men. Bonded for \$20,000. Bonders were Isaac Phelps, Joel Jones and Elias Worthington, all of Hartford. Owned by Isaac Phelps of Hartford. Witnesses, Wm. Hubbard and Henry Caldwell. No other record. (Vol. 4, p. 27, 196 Cont. Cong.)

EAGLE, Schooner.

Capt. Isaac Fields of Saybrook, commander; commissioned by Governor Trumbull early in 1777, is recorded as on cruise in January, and capturing the British ship *Adelgonda Louissa*, in company with the sloop *True Blue*, Capt. Oliver Allen; this ship was brought into New London for condemnation by libel proceedings and decree granted favoring libellants Feb. 10, 1777.

Captain Fields also captured the British schooner *Brittania* on the high seas and sent her into New London as prize March 14, 1772, per Court records.

EAGLE, Sloop.

Edward Conkling of Groton, commander; commissioned Nov. 20, 1778. 6 guns, crew 30. Bonded for \$5,000. Bonders, Edward Conkling, Jos. Conkling. Owned by John Wright, John Foster, Uriah Rogers, Jos. and Edw. Conkling.

Captain Conkling was famous for his daring raids made on British commerce at the eastern end of Long Island Sound.

On Jan. 29, 1779, he made two captures single-handed, taking as prizes the British brigantines *Peter*, Joseph Brown late master; and the British brig *Thomas and William* of Scarborough, England, James Smith late master.

On March 4, 1779, he captured the British brig *Ranger* at Sag Harbor and brought her into New London.

In April, 1779, he captured another British brig (name unknown) with a cargo of salt, and sent her into New London, where libel proceedings were held in Court, April 28, 1779.

Early in May, 1779, he took the British schooner *Hero*, John Leake late master. (Maritime Court, June 10, 1779.) Also the sloops *Phebe*, John Tilton master; the *John*, Mathias Wessels master; and the *Three Friends* of 80 tons burthen.

On May 8, 1779, while cruising off Stonington, he was taken by the British, who murdered him and his crew and took his vessel into New York, but the *Eagle* was blown up near City Island together with the British prize crew who took her.

EAGLE, Sloop.

George House of New London, commander; commissioned by the Continental Congress in the early part of the year 1780, as a privateer. Went on cruise in Long Island Sound in January and on the 22nd, off Stratford, fell in with and captured, after a desperate resistance, the British sloop commanded by the notorious raider Joseph Hoit, with about 100 sheep he had taken from the farms of Stratford for the use of the British army. The prize was lost in the storm then prevailing, but Hoit was taken and placed in New Haven gaol.

During the spring and summer of 1780, it was engaged as a despatch vessel for Congress, as well as a Continental victualler. On July 21, 1780, a letter was written to Richard Ellis at Newbern, N. C., concerning stores for the American Army, to be brought to Philadelphia in the *Eagle*, Lieut. George House, commanding. And on Dec. 5, 1780, Captain House captured the British schooner *Penguin* and cargo, William Pitts master, from Madeira to New York, and sent her into New London.

The *Eagle*, Captain House, was finally taken by the British April 26, 1781, and sent into New York.

EAGLE, Schooner.

David Brooks of Chatham, commander; commissioned May 28, 1779. 10 guns, crew 45. Bonded for \$5,000. Bonders, David Brooks, and Jabez Chapman and Dyer Throop of East Haddam. Owned by Jabez Chapman & Co. of East Haddam. (See also *Hamlin*, *Harlequin*, *Sampson*.)

On July 22, 1779, Captain Brooks captured the British schooner *Maria*, 80 tons burthen, Capt. Erasmus Haynes, off Milford, in Long Island Sound, and brought his prize into Saybrook. The *Maria* was laden with a rich cargo of provisions for the British at Newport. Shubael Brainerd of East Haddam, was Lieutenant of the *Eagle*, and Jehiel Roberts was Boatswain, according to depositions on file. Nathaniel Storer was cabin-boy. Tried in Hartford County Maritime Court and decree granted libellant.

"I Nathan^l Storer of lawfull age Testifie and Declare that I was on board the Schooner *Eagle*, David Brooks Esq^r Commander and being in the Sound in the month of July last past I was a Cabbin boy on board and was asleep in the Cabbin and Lieut. Brainard came into the Cabbin and bid me turn out and Said there was a Sail Close aboard of us and when I went upon Deck it was about break of Day I saw the Schooner *Maria*, Erasmus Haynes late Master standing pretty much the same Course that we were and soon after I saw the Boat go from the s^d schooner *Maria* with three hands who Rowed Directly for the main and soon after we stood for the Schooner *Maria*, and soon came up with her and hailed her and the Schooner *Maria* came toward us & Capt. Brooks sent his Boat with a number of men and took Possession of the Schooner *Maria* and carried Capt. Haynes on board the *Eagle* and we brought the prize into Saybrook and further says not.

Sept. 12, 1779.

Nath^l Storer.

Quest. Asked the Declairant by Jos. Williams.

When Did Cap^t Brooks hoist his colours?

Answer. A Considerable time after the boat left the *Maria* Cap^t Brooks set his Colours and when he came up with the *Maria* he hoisted Different Colours.

Quest. 2d. Did Cap^t Brooks hail Cap^t Haynes?

Answer. Yes and he told him he was from New York Bound to Block Island and Cap^t Haynes hailed Cap^t Brooks and he told him he was from Roadisland bound to New York. Cap^t Brooks ordered Cap^t Haynes to settle his Topsail. Cap^t Haynes said he had no hands on board, a pack of villains had taken his vessel from him.

Middletown, Sept. 12, 1779.

Teste J. Hamlin Assist."

The *Eagle* was captured by the enemy in October, 1779, in Lat. 36° N., by the *Daphne* frigate, and sent into New York. See following evidence and crew list (prisoners).

P. R. O.
London.

High Court of Admiralty, Bdle. 328. Prize Papers.

Province of New York.—Court of Vice Admiralty.

John Potter Midshipman on Board his Majesty's Ship of War the *Daphne*, commanded by Saint John Chinnery Esquire being duly sworn deposeth & saith, that on or about the twenty fifth Day of September last in or about the Latitude of thirty six Degrees & ten minutes North his Majesty's said Ship fell in with and seized as Prize a certain Privateer Schooner called the *Eagle* then under the Command of one David Brooks—that the Papers now lodged by him the Deponent in the Registry of the Court of Vice Admiralty for the Province of New York were found on Board the said Schooner at the time of her Capture. . . .

Sworn this 13th Oct^r 1779

Before

Rob^t Bayard.

J^{no} Potter

Papers not copied:—Libel.

Found on board

Schooner *Eagle*. = 2 Printed papers. (1) Instructions to Comm^{drs} of Private Ships.

(2) Licence to Dav^d Brooks Comm^dr to fit out the Schooner *Eagle*.

Extract:

In Congress.

That We have granted . . . Licence & Authority to David Brooks Mariner, Commander of the Schooner called the *Eagle*, of Bourthen of 50 Tons, belonging to Jabez Chapman & C^o, mounting ten Carriage Guns & navigated by 45 men, to fit out & set forth said Schooner in a War-like Manner.

Dated 28th May in the third Year of the Independence of the United States of America.

Public Record
Office

Adm. Muster B^k Ser 1.9488.

H. M. S. Daphne.

List of Prisoners borne for Victuals at $\frac{2}{3}$ Allowance of all
Species. *Eagle Privateer.*

Year Appearance

1779 20 Sept. Dav ^d Brooks	Josiah Roberts
Shub ^d Brainard	Ebenezer Whitmore
Cha ^s Steward	Paul Brooks
John Brooks	Burgess Smith
James Shela	Sam ^l Smith
Luther Wipney	W ^m Gillston
Nath ^l Stocking	Joshua Simmonds
Elias Johnson	Theory Stillman
John Stedman	Abnor Sturdy
Ashm ^l Stilwall	Dan ^l White
John Wilson (1)	Hugh Gillson
Tho ^s Child	Jos ^h Gold
Nath ^l Chase	Jess Herd
James Child	
Ebenezer Culwell	
John Robertson	
John Wilson (2)	
James Green	
Jos ^h Carey	
Dan ^l Chapman	
Warren Ackley	
Cuff Sears	
John Green	
Elisha Harvey	
John Atwood	
John Finnierre	
Abr ^m Cooper	
Amos Cook	
Silas Cook	
Benj ⁿ Arnold	
John Foster	

H. M. S. Daphne

{ All delivered
 { 2 Oct 1779 to Prison Ship
 St John Chinnery Captain
 Sam^l Landon Purser

EAGLE, Sloop.

Leveridge Stevens of Killingworth, commander of this 30 ton victualler, while taking cargo for the use of the Continental Army, was captured June 10, 1778, as appears from the following evidence:

P. R. O. *High Court of Admiralty Bdle 328. Prize Papers.*
London.

Province of New York, Court of Vice Admiralty.

The Deposition of Leverett Stevens of New Haven, at & by the Relation of Thomas Farnham Esquire, Master Commdr of H. M. S. Armed Brigantine the *Diligent* in behalf of himself against the Sloop *Eagle* her apparel, taken upon the standing Interrogatories filed in this Court.

1. To the first Interr. saith that he was born at Killingsworth in Connecticut & is a subject of H. M. King George the Third.

2.

3. To the third saith, that said Sloop was taken in Good Wives River in Connecticut in this present month June, & that she was seized by H. M. S. armed Brig the *Diligent*.

4. To the 4th saith that he was Master of said Sloop, & his fixed place of Residence is at New Haven in Connecticut.

To the 5th saith, that the Burden of said Sloop is about 30 tons.

6. To 6th saith he believes said Sloop was built on Long Island situated in Province of New York.

7. To 7th saith, when she was taken she was ashore in Good Wives River.

8. To the 8th saith, said sloop is loaded with wheat & Flour, & same was shipped at Good Wives River & was to have been carried to Norwich in Connecticut.

9th. To 9th saith he was the owner of said Sloop.

12. To the 12th saith, that all the Cargo of said Sloop (except 4 barrels of Flour, & a small Quantity of wheat) belonged to the Continental Congress.

Leverett Stevens.

Taken 15 Day of June 1778.

D. Matthews Reg^r.

High Court of Admiralty, Bdle. 328. Prize Papers.

Province of New York—Court of Vice Admiralty.

The Deposition of Jonathan Brigdon, by the Relation of Thomas Farnham Esq. Master & Commd^r of H. M. S. Brigantine *Diligent*.

1. To the 1st saith he was born in Charles Town in Massachusetts Bay, & is a subject of King George the Third.

6. To the 6th saith he was Mate of the Sloop *Eagle*, Jonⁿ Brigdon.

[All the other interrogatories answered as in the deposition of Leverett Stevens.]

P. R. O.

London. *High Court of Admiralty, Bdle. 328. Prize Papers.*

Province of New York—Court of Vice Admiralty.

Daniel Madden Surgeon of H. M. S. Armed Brigantine *Diligent*, commanded by Lieut. Thomas Farnham being duely sworn maketh Oath that on the Tenth day of this Present Month (June) the deponent being then on board the said Brigantine in Scot Cove, Connecticut, they seized & took a Certain Sloop called the *Eagle*, Leveret Stevens Master, that the papers now lodged by the deponent, in the Court of Admiralty, were found on board said Sloop *Eagle*.

Dan^l Madden.

Sworn 15th day of

June 1778

Before me

Rob^t Bayard

There were three people in this vessel when taken, viz.: Capt. Leverett Stevens, Jonathan Brigdon, mate, and Wm. Brigdon, seaman. They were all exchanged in New York for John McIntire, John Hughs and Wm. Gillon, British prisoners captured by Capt. Ebenezer Dayton of the *Suffolk* (see p. 90, Vol. II, Records of Conn.)

ELIZA, Schooner.

William Leeds of Groton, commander; commissioned May 4, 1782. 8 guns, crew 40. Bonded for \$20,000. Bonders, Wm. Leeds., Joseph Howland and Giles Mumford. Owned by Samuel Broome and Adam Babcock. Benj. Hilliard was lieutenant; Bransford Rose was sailing master; Christopher Latham, boatswain; Joseph Rose, gunner; Benjamin Stark and Joseph Webb were the mates; Christopher Thornton and John Rogers, prize masters; Richard Parker, carpenter; Fall Coit, steward; and the following were seamen: John Newson, David Baldwin, Thomas Warren, Thomas Morgan, Robert Harris, John Burroughs, Robert Hicks, James Potter, Joseph Bradley, Phineas Barker, Richard Paul, Valentine Reynolds, Isaac Norton, John Gard, Nathaniel Coggeshall, John Ennis, T. Barnes, and John Gavitt, boy.

On May 20, 1782, a prize was taken, as evidenced by the following letter:

Tuesday May 29, A. D. 1782.

On board the Schooner *Eliza*.

Lat. 39° 10"—Long. 72° 12"

Dear Sir.

This morning fell in with a Brigg. Gave chase & she run to leeward by which means we fell in with the brig *Hancock & Randolph* so that we were all three in gun Shot when she hauled down her colours and we hope in a short time to send in severall mor for the schooner sails fast. She beats the brig *Hancock* very easy and we are all harty on Board and in High Spirits.

From your Hum^{bl} Serv^t

William Leeds.

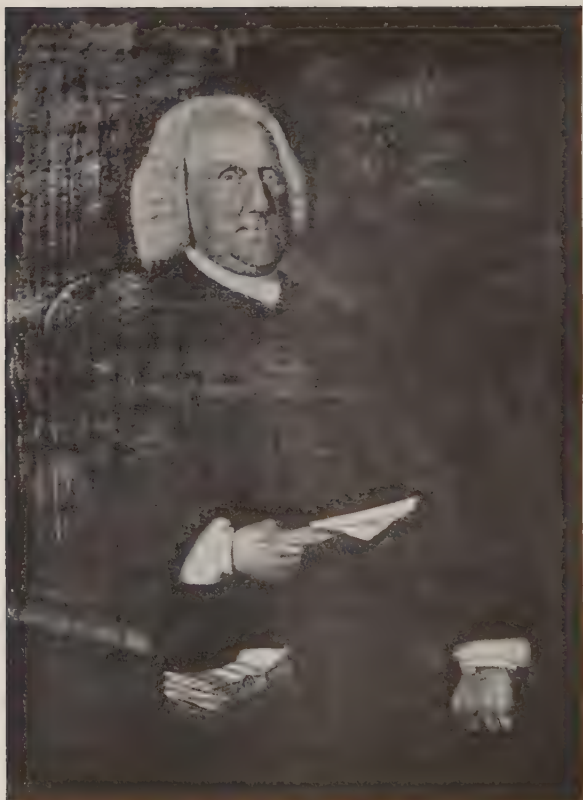
Sir.

Please not to deliver anything to James Potter for he has sold his Share to Joseph Bradley.

Mr. Elijah Healmes

New London.

Captain Leeds arrived home in New London from Bedford, October 25, 1782, having sold the *Eliza* in Havana.



JABEZ HAMLIN

Naval Officer of the Port of Middletown, Connecticut,
Revolutionary War period

ELIZABETH, Sloop.

Uzziel Clark of Canaan, commander; commissioned Sept. 21, 1777. 6 guns, crew 12. Bonded for \$5,000, by Uzziel Clark and Benjamin Henshaw. Owned by Benj. Henshaw of Middletown. Witnessed by James Jones and Andrew Jhonnot. (Vol. 4, p. 70, 196 Cont. Cong.)

At a meeting of the Council of Safety held at Lebanon Sept. 27, 1777, it was voted that Benj. Henshaw have liberty to purchase of the managers of the Salisbury furnace 6 swivel guns for his own use, and to grant him a permit to transport to the West Indies 40 bbls. of flour in the sloop *Elizabeth*. Permit delivered to his son Sept. 27, 1777. Also that Elijah Hubbard of Middletown should deliver him 6 hhd. of New England rum. No other record appears concerning the *Elizabeth*.

ENTERPRISE, Schooner.

Jason Chester of Wethersfield, commander; commissioned by Gov. Trumbull as privateer in June, 1777.

Middletown, June 9, 1777.

May it please your Hon^r.

Cap^t Chester in the Schooner *Enterprise* is here Ready to Saile but in want of three Swivel guns and Hearing there is a number at New London these are to Pray y^r Hon^r will Send Me an order to Receive three of them and I will be answerable for their Safe Return or the Pay for them.

I am Sir

Y^r Most obed^t Humb^{le} Serv^t

Matthew Talcott.

Gov^r Trumbull.

The following prizes are found to have been taken by the *Enterprise*:

In July, 1777, according to libels and papers on file with others of the Maritime Court of Hartford County:

1. British sloop *Nova Scotia*, packet, Daniel Brown master, from Newport to Long Island, 80 tons burthen, and a negro man. Sloop in ballast.

2. Schooner *Experiment*, Solomon Littlefield master, from Newport to Long Island, 20 tons burthen, in ballast.

3. British schooner *Friendship*, Geo. Sweet master, from Newport to Long Island, in ballast (20 tons).

4. British sloop *Hap Hazard*, Capt. Fairbanks, from Newport to Long Island, 20 tons burthen, in ballast.

5. British schooner *Greyhound*, 30 tons burthen, William Smith master,—all British victuallers.

After decrees had been favorably allowed libellants, the *Enterprise* made a second cruise under the command of Capt. Moses Tryon of Wethersfield, who fell in with and captured the Tory sloop *Swallow* on Sept. 23, 1777, James Henry master, 20 tons burthen; also the British sloop *Nonpariel*, 30 tons, with cargo, Sept. 24, 1777; also a small sloop, *name unknown*, 40 tons, with cargo, Aug. 20, 1777. Depositions and papers on file. Prizes awarded captors in Hartford County Court.

Capt. Jason Chester is recorded as in command of the *Caroline* early in August, 1782, being captured and sent into Bermuda. Prior to this, in the spring of 1782, he is reported to have been taken in March, while bound to the West Indies, 7 days out of New London, by the *Pearl* frigate, and sent into New York. For Capt. Moses Tryon's exploits see also *Mentor*, *Jason*, *Nancy*.

ENTERPRISE, Galley.

George House of New London, commander; commissioned June 10, 1782. One gun, crew 25. Bonded for \$20,000. Bonders, George House, John Deshon and John Hertell, all of New London. Owned by John Deshon & Co. No other record. (Vol. 4, p. 83, 196 Cont. Cong.)

EUNICE, Brigantine.

Ebenezer Peck of New Haven, commander; commissioned May 15, 1782. 10 guns, crew 40. Bonded for \$20,000. Bonders, Ebenezer Peck, Michael Todd of New Haven, and

Robert Fairchild of Stratford. Owned by Michael Todd & Co. of New Haven. Witnesses, Jonathan Fitch and Elizabeth M. Fitch of New Haven. This brig was taken by the *Garland* frigate before Jan. 8, 1783, and sent into Halifax with her cargo of salt, rum and sugar, while on a voyage from West Indies to New Haven. When captured she had six 6-pounder cannon, one 4-pounder gun, 3 passengers and 34 hands. According to her papers the *Eunice* was built at New Haven.

EXPERIMENT, Schooner.

Nathan Sage of Middletown or Saybrook, commander; commissioned Aug. 17, 1779. 12 guns, crew 80. Bonded for \$5000. Bonders were Nathan Sage, Moses Tryon and John Bulkley, Jr., of Wethersfield. Owned by Wm. Griswold & Co. of Wethersfield. This vessel appears to have been quite successful on her first voyage. While cruising off Point Judith she is recorded as capturing the following British vessels in October, 1779, all heavily laden and provisioned: a schooner with provisions, a brig with lumber, an armed convoy schooner mounting six 4-pounder carriage guns, all from New York, bound to Newport, taken off Point Judith. Also the British brig *Argyle*, Wm. Page, Jr., master; schooner *Charming Sally*, Robert Clark master; and schooner *Dolphin*, John Stanton master, all of which were libeled and favorable decrees granted.

On her next cruise she captured, Feb. 9, 1780, on her passage from New London to West Indies, a British brigantine in ballast. On March 15th, 1780, Captain Sage arrived in 27 days from Port au Prince. In his passage he lost three men overboard, viz., Thomas W. Sabe and Ebenezer Sage of Middletown and James Carey of Middle Haddan.

Prior to her first cruise under Captain Sage, the *Experiment* went to Boston for army supplies, per the following receipt appearing in the Huntington papers:

"Boston 19 Nov. 1778.

Rec'd of the Navy Board on board the Schooner *Experiment*, Giles Hall master, one ton and a half of Grape shot which I promise to deliver to John Deshon Esq^r or order (New London).

he paying freight for the same at £16-0 L. M. per ton, dangers of sea and enemy excepted, having signed two receipts for the same of equal tenor and date.

(Signed) Giles Hall."

From the above it appears that Capt. Giles Hall, late commander of the brigantine *Minerva*, chartered by the State, took command of the *Experiment* for this voyage to Boston.

On June 17, 1780, the *Experiment* was again commissioned with Capt. Giles Hall as master. It is also evident that she was sold after her second successful cruise, to Barnabas Deane & Co. of Wethersfield. She was bonded for \$20,000 for this cruise by her commander Giles Hall, Barnabas Deane and Wm. Griswold, and sailed from New London, and almost immediately captured the British schooner *Katy*, John Brown late master, and sent her into port for libel, which was favorably decreed.

On her next and fourth privateering cruise her crew was reduced to 20 men, date of commission to Capt. John Bulkley, Sept. 22, 1780, and under the same ownership. But no record appears of further captures.

FAIR AMERICAN, Brigantine.

Samuel Champlin of New London, commander; commissioned July 18, 1781. 14 guns, 90 men. Bonded for \$20,000. Bonders, Samuel Champlin, Jabez Perkins and Jos. Howland. Owned by Jabez Perkins & Co. of Norwich.

Captain Champlin was formerly 3d Lieutenant on board the Colony Ship *Oliver Cromwell*, under command of Capt. Coit.

On the 7th of October, Capt. Champlin of this brig while cruising off Long Island, captured the sloop *Chance* (in Lat. 40°, Long. 74°), commanded by Edward Donaghue, from Ireland. The prize master was Joseph Champlin, who brought her into New London Oct. 11th, and delivered all her papers to the Register's office for libel. Capt. Samuel Champlin's commission is endorsed, describing him as 44 years old, 5 feet 8½ inches tall, light, and pitted with smallpox. Zebediah Smith, his Lieutenant, 40 years old, 5 feet 9 inches tall, light hair, light complexion, and pitted from smallpox.



CONNECTICUT PRIVATEER "FAIR AMERICAN," 1782

From a sketch

On Nov. 27, 1781, the command of the *Fair American* appears to have been transferred to Capt. Peleg Eldred of Norwich. He is recorded as having arrived in New London on that day with the following prizes:

British sloop *Polly*, retaken from enemy; cargo, flour.

British brig *King George*, Capt. James Hogg of London.

British brig *Nancy*, Capt. Quinton of London.

British brig *York*, Capt. Grant of Newry.

British brig *Ann*, Capt. Montgomery of Newry.

British sloop *Phoenix*.

British brig *Rambler*.

All with valuable cargoes of provisions.

In June, 1781, Captain Eldred was in command of the privateer brig *Resolution*, which was lost to the enemy.

All of the above libels were favorably decreed.

FAIR AMERICAN, Galley.

Henry Moffat of New London, commander; commissioned April 1, 1782. One gun, crew 35. Bonded for \$20,000. Bonders, Henry Moffat, John Deshon and John Hertell. Owned by John Deshon & Co. of New London.

On April 15, 1782, while cruising near Marthas Vineyard, Captain Moffat fell in with and captured the British brig *Mary and Catherine*, 180 tons burthen, with a cargo of provisions intended for his Majesty's subjects in America, and brought her into New London April 17th. Captain Moffat is described as 27 years old, 5 feet 7½ inches tall, long dark brown hair, hazel eyes and thick-set. Christopher Thornington was prize master, appointed by Captain Moffatt. The brig's articles and several depositions are on file with various other papers. Decree was favorably granted captors.

FAIR PLAY, Schooner.

Ebenezer Drake of Hartford, commander; commissioned Dec. 8, 1778. Number of guns not stated. Crew 12 men. Bonded for \$5,000. Bonders, Ebenezer Drake, Frederick Bull

and John Porter. Owned by Frederick Bull & Co., Hartford. On her first cruise, while bound for the West Indies with lumber, this vessel was captured in December, 1778, near Frenchman's Bay, by the British privateer *True Blue*, and sent into Halifax for condemnation.

FAIR PLAY, Schooner.

Stephen Lee of Lyme, commander; commissioned Jan. 24, 1782. 6 guns, crew 30. Bonded for \$20,000. Bonders, Stephen Lee, Gamaliel Bayley and William Ball. Owned by Stephen Lee & Co. of Lyme. Witnesses, Samuel Forbes and J. Huntington. (Vol. 4, p. 112, 196 Cont. Cong.)

This vessel proved to be an illicit trader and was taken by Captain Shipman of the *Success* in April, 1782, and condemned.

FANNY, Brig.

Azariah Whittlesey of Saybrook, commander; commissioned by Governor Trumbull early in 1777. Captain Whittlesey had previously been appointed as Master of the Colony ship *Oliver Cromwell*, commanded by William Coit.

This privateer is credited with many captures in the early stages of the conflict. At the May session of the General Assembly it was "Resolved that the Governor be requested to take such measures as he shall think proper, to purchase and secure for this State a quantity of lead, said to be imported in a prize taken and brought into some port to the eastward by the brig *Fanny*, Capt. Whittlesey commander.' On May 3, 1777, he took a British vessel laden with mahogany and sent her into Bedford.

On May 23, 1777, the New London Gazette says that Capt. Whittlesey's sixth and last prize arrived at Bedford, and that the invoice of her cargo is said to be about £20,000 sterling. She was bound from England to the West Indies. The *Fanny* was owned by Thomas Mumford of Groton, but was finally taken by the enemy.

FARMER, Sloop.

Ebenezer Egleston of Middletown, commander; commissioned July 28, 1780. 4 guns, crew 12 men. Bonded for \$20,000. Bonders, Ebenezer Egleston, Seth Wetmore and Nathaniel Wales. Owned by Seth Wetmore & Co. No reports of captures appear on record. On Nov. 30, 1780, Captain Egleston in the sloop *Farmer* arrived in New London, 32 days from Cape Francois. On the 15th of October at night, having been driven ashore in a severe gale, got off in safety.

FAVORITE, Brigantine.

Jonathan Buddington of Norwich, commander; commissioned June 11, 1781. 14 guns, crew 75. Bonded for \$20,000. Bonders, Jonathan Buddington, and Normand Morison and Aaron Olmsted of Hartford. Owned by Jos. Williams & Co. of Norwich.

On July 28, 1781, while on cruise Capt. Buddington brought into New London 18 prisoners which he took out of various boats near Sandy Hook. He also brought in four Americans which he took out of a transport that had part of the Pensacola garrison on board, and which was a prize to the British. Capt. Buddington and the brigantine *Favorite* were captured Aug. 30, 1781, and sent into New York by the British frigate *Medea*.

Adm. High Court, Bdle. 335, Prize Papers.

Province of New York (Favorite, Brigantine)
Court of Vice Adm^{ty}.

[Extracts from the Libel]

Henry Duncan Esquire Cap^t & Commander of H. M. S. "*Medea*" on behalf of himself &c., comes into this Court this 7th day of September 1781, giveth the Court to understand that about the 30th Augst last past off the Capes of Delaware did seize and take a certain Brigantine called the *Favorite* of the burthen of about 130 Tons together with her Apparel, the same vessel being manned with 89 men, officers included, &

armed with 16 Cannon carrying shot of four pounds weight, under the command of Jonathan Buddington.

Signed I. T. Kempe
Advocate General.

Province of New York.
Court of V. Adm^{ty}.

Charles Arno Master's Mate on board the ship *Medea*, commanded by Henry Duncan Esq., maketh oath that on 30th Augst last off the Capes of Delaware H. M.'s said Ship of War fell in with & seized as prize a privateer Brig^e called the *Favorite* commanded by Jonathan Buddington.

(Signed) Charles Arno.

Sworn 7th Sep^t 1781.
Rob^t Bayard.

Adm. High Court, Bdle. 335, Prize Papers.

Province of New York—Court of Vice Adm^{ty}.

The Deposition of Jonathan Buddington sworn & examined on behalf of our Sovereign:

To the first Interr: saith that he was born in Connecticut, where he has lived 7 years & is a subject of the United States of America.

To the 3rd saith the Brigantine was taken in Latitude 39 degrees & 16 minutes North on or about 28th August last, that she was taken by H. M. S. *Medea*.

To the 5th saith, said Brig^e is of the Burthen of 118 Tons, that there were 89 men on board when she was taken, that they are chiefly Americans, & that the Crew were shipped at New London.

To the 6th saith that said Brig^e was built in Massachusetts Bay, & he has known her about 3 months.

To the 9th saith Joseph Williams & Co. were the owners & are resident in Norwich in Connecticut.

To the 10, 11, 12, 13, 14, 15, saith cannot answer.

To 16th saith that the Papers N^o 1, 2, 3, 4, were on board said Brig^t when taken.

To the 31 saith said Brig^t is armed with 16 carriage Guns chiefly 3 Pounders & that she was commissioned by the Continental Congress &c.

Signed Jonth Buddington J^r.

Taken 20 Sep^t 1781.

D. Mathews Reg.

Adm. Captain's

Log 573

Aug. 29, 1781

Sandy hook

N. 27 W. 26 L^s

Aug: 31.

N. 3 W. 27 L^s

Sep^t 2

N. 10 W. 23 L^s

H. M. S. Medea. Log.

. . . At 5 A. M. saw sail in S. E. Q^r, at 8 fired several Guns to bring her to, at 9 she struck, exchanged Prisoners &c. it proved the Rebel Privateer *Favourite*—16 guns.

. . . At 7 spoke the *Iris*, the Prize in Company.

. . . A. M. joyned company with the *Iris* & sent the Rebel prisoners on board.

(Capt. Buddington's commission and instructions on file P. R. O. Admiralty, London.)

The *Iris herself* was captured by the French fleet in Sept. 1781, so her muster book is now not available to show the crew list of the *Favorite*, all of whom were doubtless released by the French captors.

FAVORITE, Brig.

Peter Dubosque of New London, commander and owner. Commissioned May 17, 1782. 4 guns, crew 15 men. Bonded for \$20,000 by Peter Dubosque, John Penevert and Thomas Shaw. Witnessed by Peter Rogers and Stephen Prentiss. No other record. (Vol. 5, p. 21, 196 Cont. Cong.)

FIREBRAND, Brigantine.

Amaziah Jocelin of New Haven, commander; commissioned Sep. 15, 1779. 16 guns, crew 60 men. Bonded for \$20,000 by Amaziah Jocelin and John Blagge of New Haven, and owned by John Blagge & Co. of New Haven. Witnessed by Michael Todd and Simeon Jocelin. On Sep. 4, 1780, record appears of this privateer arriving at New London from Cape Francois; and on Apr. 29, 1781, the announcement of her arrival at New Haven, 40 days from the West Indies. In the summer of 1781 the *Firebrand* was commanded by Capt. Caleb Trowbridge of New Haven. Captain Trowbridge was born in New Haven, Aug. 7, 1748, and died there Dec. 15, 1799. He married Nov. 29, 1769, Anna Sherman, daughter of James and Sarah (Cook) Sherman of Stratford. He made his home in his native town and turned to the sea for an occupation, becoming captain of a vessel at an early age. After spending some time in the Continental Army and being confined as a prisoner for nearly two years in New York, his wife found means for the purchase of his release. He returned to New Haven and took command of the brig *Firebrand* then being refitted there for foreign trade. He was commissioned by Gov. Trumbull as a privateersman, made two voyages to Holland, and took prizes as below enumerated. His house at the corner of Water and Meadow Streets in New Haven was sacked by the British when they raided that city in July, 1779.

On Aug. 23, 1781, captured the British schooner *Success*, John McNeal master, with valuable cargo. Papers in Hartford County Court. In September, 1781, captured a schooner from St. Kitts to Halifax with cargo of rum.

On Monday, July 14, 1782, the *Firebrand* was driven ashore on Guilford bar by a British galley and a privateer sloop. The enemy scuttled her and she was immediately set on fire, but it was soon extinguished by the inhabitants of Guilford, who assembled at the shore with a field piece and for several hours kept up a warm fire on the enemy vessels and finally beat them off. (N. L. Gaz. July 19, 1782.)

FIREBRAND—FOX—SPY—Boats.

Abraham Cooper Woodhull of Fairfield, commander; commissioned July 11, 1782. One gun each. Crew, 10 men each. Bonded for \$20,000, by Abraham Cooper Woodhull, Joseph Squire and Hezekiah Nichols, all of Fairfield. Owned by Abraham Cooper Woodhull & Co. Witnessed by Thaddeus Burr and Elijah Abell. (Vol. 14, p. 59, 196 Cont. Cong.)

FESSEY, Schooner.

Joseph Griffith of Guilford, commander; commissioned by Gov. Trumbull in 1778, filed a libel against the British schooner *Hope*, the capture of which vessel was made in company with the schooner *Chatham*, Captain Brooks, on June 7, 1778. The *Hope* was of 60 tons burthen and was laden with a rich cargo of West India goods, and was taken near Point Judith. The captors were allowed favorable decree, but appeal was made by Aaron Lopez. This however was not sustained, as evidenced by British registry papers, and depositions on file with records of Hartford County Maritime Court of July 14, 1778. Joseph Griffith was also master of the privateer *Industry*.

FIERY TRIAL.

On the 2d day of March, 1783, while cruising in Gardiner's Bay on Long Island Sound, Nathaniel Thompson, commander of the *Fiery Trial*, fell in with and captured the Galley *Gibraltar*, commanded by Daniel James Brooks, and mounting one 9-pound cannon and six 6-pounders, and manned by 33 men, said galley being fitted out from New York and commissioned by the King of Great Britain as a privateer. Richard Nicholson was Lieutenant of the *Fiery Trial*, and brought the prize into New London for libel on the 20th of March, 1783, and lodged her papers with the register. Decree granted.

FLY, Sloop.

Zephaniah Jennings of Norwich, commander; commissioned Dec. 10, 1778. 6 guns, crew 5 men. Bonded for \$5,000 by Zephaniah Jennings and Wm. Coit & Co. of Norwich, and owned by Christopher Leffingwell & Co. of Norwich. Witnessed by Gov. Jonathan Trumbull and John Porter. (Vol. 5, p. 48, 196 Cont. Cong.)

This vessel being manned by such a small crew was evidently commissioned as an armed supply vessel for transport purposes along the Connecticut coast. No record has been found of her capturing enemy vessels.

FLYING FISH, Armed Boat.

Asa Fuller of Middletown, commander of this armed vessel, captured the British schooner *Delight*, James Coffin, late master, July 8, 1781, while cruising on Long Island Sound, together with a cargo of boards, grain, flour, etc., bound to Long Island for the enemy's use. Decree granted favorable to captor.

FORTUNE, Schooner.

Andrew Palmer of Stonington, commander; commissioned Oct. 9, 1776. 2 guns and 10 men. Bonded for \$5,000 by Andrew Palmer, Nathan Palmer Jr., and John Balcher, all of Stonington, and owned by Nathan and Asa Palmer. Witnessed by Jonathan Starr Jr. and Jonathan Welden. (Vol. 5, p. 68, 196 Cont. Cong.)

This schooner was captured off New London Feb. 3, 1777, by the British frigate *Amazon*, and sent into New York.

FREEDOM, Schooner.

Shubael Brainerd of Chatham, commander; commissioned Sept. 28, 1781. 12 guns, 60 men. Bonded for \$20,000 by

Shubael Brainerd, Aaron Kellogg and Cornelius Annable. Owned by Jonathan Deming & Co. Witnesses, John Porter and Jabez Huntington Jr. No other records. (Vol. 5, p. 100, 196, Cont. Cong.)

GAMECOCK, Sloop.

Lemuel Brooks of Norwalk, commander; commissioned May 13, 1776. 6 guns, crew 50. Bonded for \$50,000. Bonders, Lemuel Brooks and Adam Babcock, and owned by Adam Babcock.

This sloop was taken on her first cruise to the eastward, by the British frigate *Cerberus* and sent into Newport in May, 1776.

GAMECOCK, Schooner.

Sanford Thompson of Middletown, commander; commissioned June 3, 1779. 6 guns, crew 16. Bonded for \$5,000 by Sanford Thompson and Matthew Talcott of Middletown. Owned by Matthew Talcott & Co. of Middletown. Witnessed by Jabez Hamlin and Nathaniel Niles.

On June 30, 1779, Captain Thompson captured the British schooner *Humbird* near the mouth of Connecticut River, with a cargo of wood and other articles received from the enemy on Long Island the same day. The papers in this case are on file with the Maritime Court of Hartford County.

GAMECOCK, Schooner.

David Roberts of Hartford, commander; commissioned Sept. 6, 1781. 4 guns, crew 30. Bonded for \$20,000 by David Roberts, John Chenevard and Thos. Mumford. Owned by John Deshon & Co. of New London. This vessel recorded as burned at New London at the time of Arnold's raid on that town.

GATES, Sloop.

Timothy Sage of Middletown, commander; commissioned Sept. 2, 1779. 8 guns, crew 40 men. Bonded for \$5,000. Bonders, Timothy Sage of Middletown, Justus Riley and John Wright of Wethersfield. Owned by Justus Riley and John Wright & Co. of Wethersfield. Witnesses, Gershom Wolcott and Ezekiel Williams. In September, 1779, Captain Sage captured the British sloop *Fly*, Alexander McCaskie, late master, from Newfoundland. (Hartford County Court records.)

GENERAL GATES, Schooner.

Obadiah Wright of Saybrook, commander; commissioned in 1780 by Gov. Trumbull. Captured the British schooner *Parker*, Peter Dubengier late master, in Gardiner's Bay, Aug. 5, 1780, with a cargo of provisions for the British according to libel papers on record in the Hartford County Court proceedings of this case. John Hand of Saybrook was prize master and brought in the *Parker*. Henry Hoppen and Samuel Babcock were members of Captain Wright's crew, who assisted in the capture, both of Saybrook.

In September, 1780, Captain Wright also took a British vessel commanded by John Gams, from Long Island. On Jan. 16, 1781, the privateer *Gates*, Capt. Obadiah Wright of Saybrook, was captured in Gardiner's Bay by one Prosper Brown; and again in May, 1782, by the *Turn of Times* (q. v.) for illicit trading under a Rhode Island commission.

GENERAL GREEN, Brigantine.

Gideon Olmstead of Hartford, commander; commissioned Apr. 17, 1782. 16 guns, crew 100 men. Bonded for \$20,000. Bonders, Gideon Olmsted, William Brown and Jonathan Edwards. Owned by John Wright & Co. of Wethersfield. Witnesses, Abigail Hyde and John Trumbull. This brigantine and her people were taken by the British ship of war *Virginia*, Captain Hazard, and sent into New York in May, 1782, while on her first cruise. American seamen taken in this ship by

the British, died in prison ships at New York. Those from Rocky Hill who died were as follows: James White, Daniel Marsh, Burrage Bulkley, Wm. Mildrum, Hezekiah Blinn and his son Jerah Blinn, Wm. Curtis, Benjamin Wright, John Burns; and at Saybrook, on the way home, John Price. Israel Deming was First Lieutenant and came home in the Flag of Truce *Jersey*.

Adm. High Court, Bdle. 345. Prize Papers.

Province of New York
Court of Vice Admiralty.

Charles MacClean second Lieutenant on board the ship called *Virginia*, commanded by Stanton Hazard, makes oath that on 7th May instant about Latitude of 41 degrees North & Longitude 69 Degrees West, said ship met with & took as prize an armed Privateer Brig^t called the *General Green* under command of Gideon Olmstead, armed with 16 cannon & manned with 83 men.

(Signed) Charles McLean.

Sworn 16 May 1782.

Rob^t Bayard.

[Endorsement on Commission (at Admiralty P. R. O. London) granted to Gideon Olmstead, Mariner, Commander of the *Gen^t Green*.]

State of Connecticut.

By the Governor.

The Description of the two Chief Officers of the within mentioned Brigantine is as follows:

Cap^t Gideon Olmstead is 33 years of age, 5 feet 10 inches high, gray eyes, light coloured long hair, light complexion, middling sett.

L^t Israel Deming—32 years of age, six feet two inches high—grey eyes, light coloured short hair, light complexion, middling sett—round shoulders.

Given under my hand & Seal at Arms at Lebanon this 17th of April 1782.

Jonth Trumbull.

(*Adm. High Court, Bundle 345. Prize Papers.*)

List of the men on board the *General Green*.

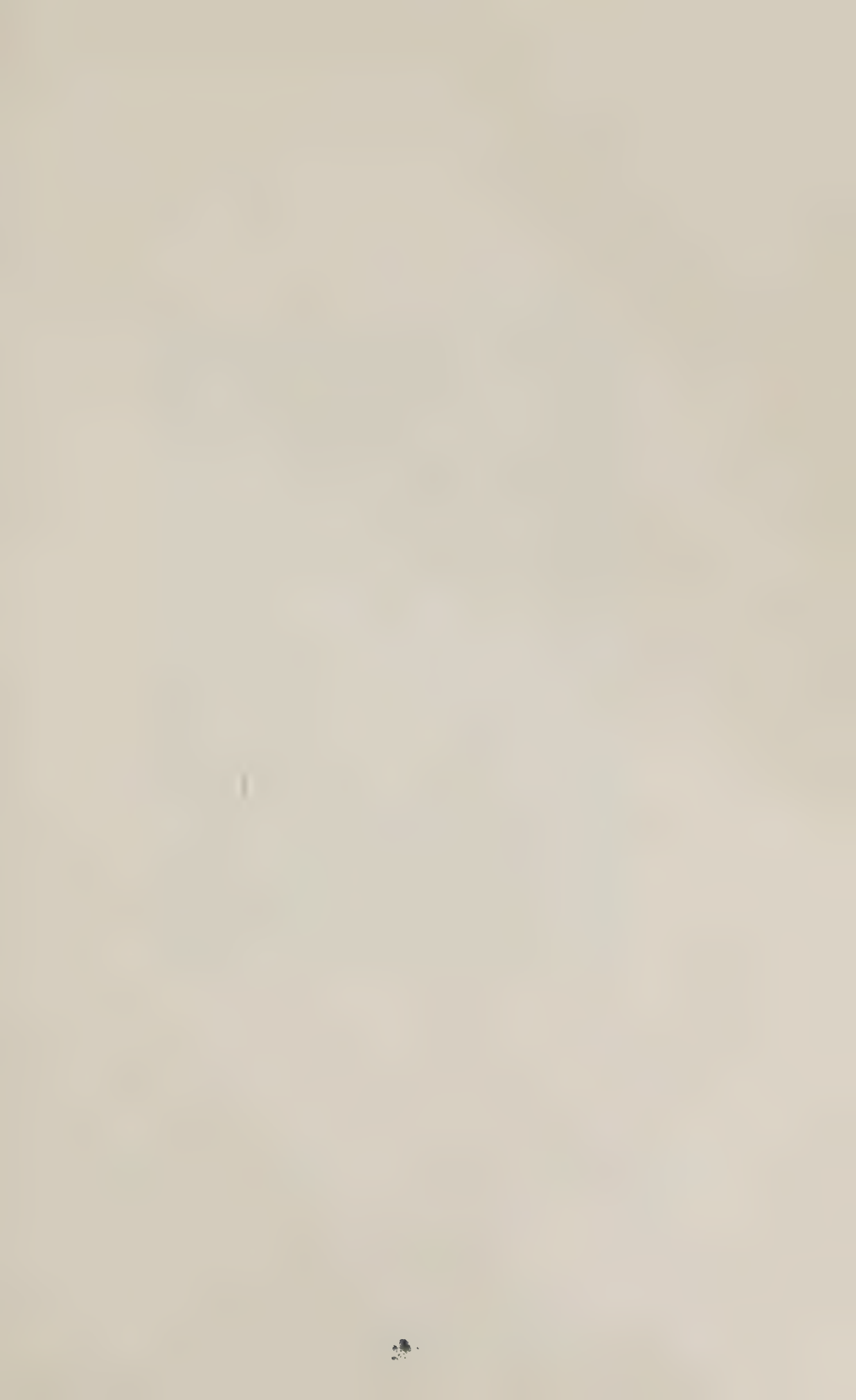
No.	Names	Stations	No.	Names	Stations
1	Gideon Olmsted	Captain	12	David Deming	Officer Marines
2	Israel Deming	Lieutenant	13	Daniel Hale	Q. M.
3	Thos. Manchester	do	14	Abner Elgar	do
4	Joseph Childs	Signal Master	15	Cyprian Banan	do
5	Daniel Williams	Mate	16	John Warner	do
6	Levi Warner	do	17	Asher Waterman	Surgeon
7	Jonathan Price	do	18	James Benjamin	Clerk
8	Samuel Cotton	do	19	Gurdeon Wadsworth	Steward
9	Robert Sloan	Gunner	20	Elij. Warner	Mate
10	John Benton	Mate	21	John Spencer	
11	Joseph Collins	Boson			

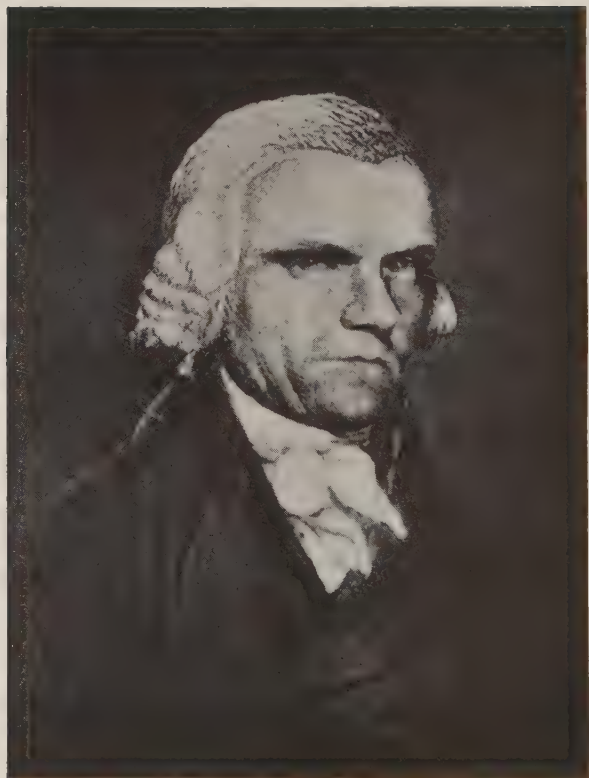
List of the men on board the *General Green*.

No.	Names	Stations	No.	Names	Stations
22	Israel Reeves		40	Avery Gilman	
23	William Clark		41	Lemuel Easton	
24	John Smith		42	Abial Allen	
25	John Burnham		43	Silas Skinner	
26	Samuel Holman		44	Wells Warner	
27	Richard Riley		45	Patrick Conley	
28	William Parish		46	Robert Smith	
29	Samuel Easton		47	Hambn. Ball	
30	Ezekiel Huntley		48	Comfort Ranny	
31	William Curtis		49	[]	
32	Elijah Evans		50	Samuel Maken	
33	Silas Chapman		51	Jas. W. Goodrich	
34	John Barns		52	Hezk. Blyn	
35	Jonathan Maples		53	Willm. Waters	
36	Josiah Prior		54	Asabel Parish	
37	Ashbel Kilburn		55	Asabel Ripner	
38	John Taylor		56	Willm. Webb	
39	Hezekiah Hinsall		57	James White	

List of the men on board the *General Green*.

No.	Names	Stations	No.	Names	Stations
58	Thads. Copley		71	Burrage Bulkley	do
59	Daniel Marsh		72	Asher Huntley	do
60	Return Strong		73	Jas. Mooney	
61	Isaac Goodrich		74	John Price	do
62	Robt. Waterman		75	Zery Blyn	do
63	Henry Arnold		76	Russel Wiles	
64	Elizur Hills		77	John Foote	
65	Benjn. Wright		78	Amos Minor	
66	Levi Bulkley		79	Stephen Toman	
67	Jonth. Russell		80	James Starkweather	
68	Joseph Ranney		81	Oliver Corey	
69	Willm. Mildrum		82	James Doughly	Carpenter
70	David Miller	Boy	83	Simeon Williams	Mate





CAPTAIN GIDEON OLMSTED
Of Hartford, Commander of the Privateers "General
Greene," "Raven," "Gamecock," and "Seaflower"

From a Painting

P. R. O. *Adm. High Court. Prize Papers. Bdle. 345.*
 Province of New York—Court of Adm^{ty}.

[Extracts from the Libel.]

Stanton Hazard, Commander of the Ship called the *Virginia*, on behalf of himself &c. comes into this Court, 15 May 1782, giveth the Court to understand that about 7th May instant in Latitude 41 degrees North & Longitude 69 degrees West from the Meridian of London met with & did take a certain Brig^e called the *General Green* of the burthen of about 130 tons together with her apparel &c, manned at the time with 83 men officers included & armed with 16 cannon carrying shott of [] pounds weight under the command of Gideon Olmstead.

GENERAL HERKIMER, Brig.

Samuel Perkins of New Haven, commander; commissioned May 15, 1778. 4 guns, crew 12. Bonded for \$1,000. Bonders, Samuel Perkins, Peter Colt and John C. Ogden. Owned by Michael Todd & Co. of New Haven. Captain Perkins, in 1777, was commander of the merchant sloop *George*, as evidenced by a permit given to John McCleave of New Haven to transport a ton of flax, two tons and a half of rye flour, and 400 bushels of Indian corn on board the schooner *George* to the state of Massachusetts Bay for the purpose of purchasing salt for the use of this State. If he went cruising against the enemy, no records are observed concerning his exploits. It is more than probable she was an armed victualler.

GENERAL McDOUGALL, Ship.

Joseph Jauncey, commander; commissioned April 6, 1778. 10 guns, crew 30. Bonded for \$10,000. Bonders, Joseph Jauncey, Jeremiah Platt and John Broome. Owned by Paschal N. Smith and Isaac Sears of Boston, Benedict Arnold and Christopher Leffingwell.

This vessel was formerly the British ship *Jonathan*. She was recaptured by the British, as shown by the following:

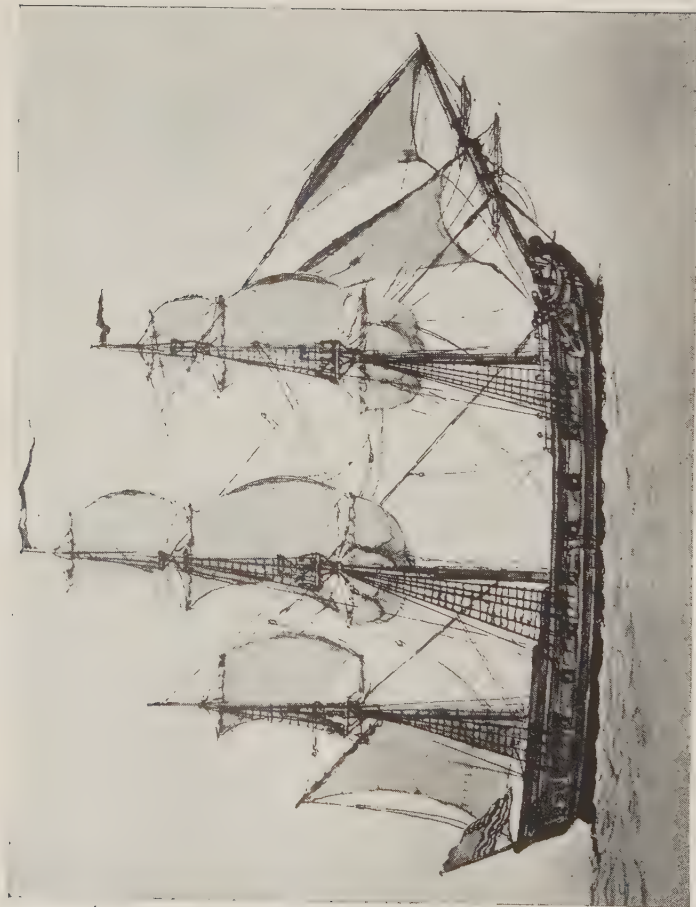
"Thomas Leuwelling a mariner on board His Majesty's ship *Diamond* being duly sworn Deposeth: that being on a cruise in said ship the latter end of May last, 1778, they fell in with a ship near George's Banks; that they chased her for 7 or 8 hours when they came up with her. She hoisted American colours and hauled them down again immediately. Capt. Fielding sent an officer on board her and found she was from Boston four days out, that she had only 2 or 3 casks of sugar on board, and that she was bound for South Carolina; that the people on board her had told the deponent she was a ship that belonged to Liverpool in Great Britain; that she had been taken by the Americans 3 or 4 months before and fitted out by them; that she had 8 four-pounders, 6 swivels and 2 cohorns and 24 men on board and is between three and four hundred tons burthen; that they call her the *General McDougall* and that said ship is now in this harbour (Halifax)."

Isaac Taylor, late seaman on board the ship *McDougall*, deposed that "he was born in Warrington, Great Britain; that he was an apprentice to Jonathan Blundle of Liverpool, who was the owner of said ship; that said ship was bound from Liverpool to New York with coals in Nov. 1777; that the ship's name was *Jonathan*; that on his passage they had two engagements; one was with an American schooner, and the other with the brig *General Washington*, who took them; that they took out all the hands except the Captain (James Townsend), William Sampson and the deponent, who were wounded; that they carried the ship into Boston N. E. where they stripped her and discharged her cargo."

GENERAL PUTNAM, Ship.

Thomas Allon of New London, commander; commissioned April 23, 1778. 20 nine-pounder guns, crew 150 men. Bonded for \$10,000. Bonders, Thomas Allon, Nathaniel Shaw, Jr., and Michael Mellally, all of New London. Owned by Nathaniel Shaw, Jr. and Company of New London. Witnessed by Jonathan Trumbull and John Trumbull.

This ship was built at Winthrop's Neck, New London, by



SHIP "GENERAL PUTNAM," CONNECTICUT PRIVATEER

From a Painting

Nathaniel Shaw, and was a successful privateer. She was advertised as lying at anchor in the harbor of New London, fitted in the best manner and ready for sailing under Captain Allon, May 13, 1778, when all gentlemen volunteers who were inclined for a cruise were desired to apply on board or at Nathan Douglass's tavern at the sign of the Golden Ball.

On Sept. 18, 1778, Captain Allon of the *Putnam* returned to New London from a cruise, during which time he captured *six brigs*, several of which arrived at different ports to the eastward. (Conn. Gaz., Sept. 25, 1778.)

On the next cruise, early in 1779, Nathaniel Saltonstall of New London was in command, and in May, 1779, is recorded as having captured the British privateer sloop *Hunter*, Florence Sullivan late master; the sloop *Polly*, John Pettigrew late master; and the British snow *Clinton* of 10 guns, from Glasgow, with a cargo of provisions. John Chapman was First Lieutenant in the *Putnam*. In June, 1779, she was in Boston, having taken many prizes under the command of Capt. John Harmon.

On Oct. 23, 1779, she captured a British ship from Antigua with 200 hogsheads of sugar.

On Oct. 17, 1779, a small prize schooner was sent into Saco, Maine, with 300 bushels of salt and some oil.

On Oct. 18, 1779, another prize to Captain Harmon arrived at the same place, with a cargo of fish and oil.

She also took another vessel which arrived safely, and still another, which was afterwards driven ashore by a British frigate. The prize was lost but her people got aboard the *Putnam* again. The frigate drove the *Putnam* into the harbor of Saco, and came to anchor with the intention of keeping her in, but Captain Harmon got one of his guns ashore on a point of land and fired on the frigate when she returned whole broadsides into the woods, but did no damage. A shot from Captain Harmon's gun cut away the frigate's fore-stay, which obliged her to come to sail and put to sea. Later the *General Putnam* was taken into Continental service for the Penobscot expedition, in which she was burnt.

She was reported to be the fastest sailer from New England. Total 14 prizes.

GENERAL STARK, Sloop.

Ebenezer Peck of New Haven, commander; commissioned March 10, 1780. 6 guns, crew 20. Bonded for \$20,000. Bonders, Ebenezer Peck, Cornelius Cunningham and Ebenezer Douglas. Owned by Jesse Leffingworth & Co. of New Haven. July 23, 1780, news arrived of three valuable prizes, from London bound for Quebec, with a cargo of rum and British goods, one of which had a large consignment of 12,000 pieces of linen, which arrived at Cape Ann (Gloucester).

An earlier report of this vessel, before she became a privateer, appears in a written motion from Thaddeus Burr of Fairfield to the Council of Safety at Hartford, dated May 25, 1779, for a permit for the sloop *General Stark* to make a voyage to Surinam and to receive sufficient provisions therefor, to last for six months. Permit granted by the Governor. Captain Peck was later in command of the *Randolph*, which would indicate that the *Stark* was captured and Captain Peck exchanged.

GENERAL WASHINGTON, Brigantine.

William Rogers, commander; commissioned July 25, 1777. 18 guns and 130 men. Bonded for \$10,000. Bonders, Wm. Rogers, Jeremiah Platt and John Broome. Owned by Isaac Sears, Samuel Broome, Christopher Leffingwell, Jeremiah Platt and John Broome.

In the spring of 1778 this vessel captured the British ship *York* and sent her into Martinico, as evidenced by the testimony of Alexander Brymer, given in the Halifax Vice Admiralty Court, April 30, 1778, in the case of the recapture of the *York*. She mounted 4 carriage guns and a number of swivels and had 17 men, as a prize crew from the *Washington* when retaken. It was also shown that the privateer *Washington* herself was afterwards taken.

GOVERNOR TRUMBULL, Ship.

Henry Billings of Norwich, commander; commissioned Nov. 18, 1778. 20 guns and 150 men. Bonded for \$10,000.

Bonders, Henry Billings, Joseph Howland and Henry Putnam. Owned by Howland & Co. and their associates. Witnessed by William Williams and John Trumbull. (Vol. 6, page 17, 196 Cont. Cong.)

This vessel was built at Willet's ship-yard in Norwich in 1777 for Howland and Coit. She was considered almost a model ship in all respects. Her first commander, Capt. Henry Billings, had been tested both for gallantry and skillful seamanship, first as lieutenant of the armed State brig *Defence*, and then as the commander of the privateer sloop *Trumbull*, and a career of brilliant successes was anticipated for her. She sailed on her first cruise in November, 1778, and made several small captures, but early in 1779 went out under command of Capt. Nathaniel Saltonstall, and meeting with the British frigate *Venus*, a vessel of greater size and efficiency, was obliged to surrender. Her capture was made April 5, 1779, and she was sent into St. Kitts. From there she was sent out by the British under a changed name to prey upon her former friends.

"The fine new ship *Governor Trumbull*, Henry Billings, commander, now lying in the harbor of New London, mounting 20 guns, will sail in 6 days. Apply on board or to Howland & Coit, Norwich." (Adv. Conn. Gaz., Nov. 17, 1778.)

From a Tory newspaper in New York the following is quoted:

"April 5, 1779. The rebel frigate *Trumbull* is taken by the *Venus* and sent into St. Kitts."

The *Venus* herself was originally the *Bunker Hill*, captured by the British and her name changed.

After the war, Captain Billings was in command of the schooner *Humbird*, March 5, 1786, at which time he was cast away at St. Eustatia and his vessel and cargo lost.

Adm. Captain's

Log. 1033

March 5, 1779

N. end of St Barth^{ws} S.W.

H. M. S. Venus. Log.

. . . At 11 made the *Ariadne's* sig^l
to chace a ship to Leeward, North End
of St Bartholomews . . . *Ariadne*
W.N.W. Hull down, fired a Gun to

Leeward & made the signal for all Cruizers.

Mar. 6, 1779 Fresh breezes & clear, still in chace $\frac{1}{2}$ past 2 P. M.—fired twenty Twelve pounders & four Sixes, Bro^t too the chace *Governour Trumble*, an American Privateer of 20 Guns & 103 men, Henry Billings, Commander, from Guadalupe bound on a Cruize, took the prisoners out of her & sent a Lieutenant, 2 Petty Officers & 70 men on board her.

[N. end of Antigua S.E $\frac{1}{2}$ S. Nevis W. by S $\frac{1}{2}$ S. March 7. . . . P. M. standing into St John's Road, Prize in Company. In St John's Road (Antigua).
St John's Garrison E. by S $\frac{1}{2}$ S. March 8. . . . A. M. sent the Prisoners on Bearings as before shore to jail.

P. R. O. Adm. Muster B^k

Ser. 1. 10282

H. M. S. "*Venus*."

Gov^r Trumbull

Privateer Prize.

Partial List of Prisoners Victuall'd at $\frac{2}{3}$ Allowance of all Species per Order.

(Privateer "*Governor Trumbull*," *Billings*, late commander)

5 March '79 Fortⁿ Mathers

Jn^o Blackman

Is^c York

Jn^o Francisco

Jas. Nichols

Hosea Pinna

Jo^s Collington

Bristow Ross

Anto Manuell

Jo^s Gordon

John Joseph

Peter Joyce

Is^c Green Pearson

D 17 May Bridgetown Prison
1779 (Barbadoes)

W^m Migerway
 Rob^t Neale
 Dan^l Durgin

The balance of crew list is unavailable, as they were delivered to a prison at Nevis, and no record thus far found.

Ja ^s Ferguson	[Captain]
Jn ^o Green	[Capt's Servant?]
Jos ^h Thorpe	[Purser]
Ja ^s Milbourne	[Boatswain]

GOVERNOR CLINTON, Sloop.

Captain Seth Overton of Chatham, on the night of Dec. 19, 1782, while cruising in Long Island Sound, fell in with the British sloop *Dolphin*, John Thorne Jr., master, in Huntington Harbor, and captured her with a cargo of fuel and provisions for the British garrison at New York, and brought her into New Haven for libel. The *Dolphin* was 80 tons burthen. Favorable decree granted in February, 1783. (See also *Regulator*.)

GULL, Schooner.

William Bunce of Wethersfield, commander; commissioned June 17, 1779. 6 guns and 10 men. Bonded for \$5,000. Bonders, Wm. Bunce, John Hammer and Wm. Macy, all of Wethersfield. Owned by Levi Riley & Co. Witnessed by Thomas Seymour and Ezekiel Williams. This schooner was evidently commanded by Gurdon Burnham prior to this commission, for evidence in Hartford Maritime Court records indicate that the *Gull* captured the British sloop *Lively*, 40 tons, Ambrose Cleveland late master, with cargo, on May 12, 1779.

HAMDEN, Sloop.

Commisisoned Aug. 5, 1780. 12 guns, crew 55. Owned by Chauncey Bulkley & Co. of Chatham. David Brooks, captain

of the privateer sloop *Hampden*, captured the schooner *British Legion*, Aug. 15, 1780, according to the following interesting sworn statement of John Logan, one of the prisoners. Decree granted.

"At daylight saw the sloop off our larboard quarter, under the land and we almost opposite to the guard ship at Huntington. She seemed to stand the same course that we were standing. At sun-up saw a brig off the larboard bow. The sloop kept right up after us and the brig (*Artillery*, Buckland, commander) shot right across the way we were stretching. We up helm and run in shore. We fired a number of guns to alarm the guardship. The sloop kept off our quarter and the brig off our bow and our retreat was rendered impregnable. We fired a good many guns and after cut the cable and run her ashore. We were boarded by the sloop's and the brig's boats about 7 in the morning. About 12 minutes after the colours were struck. We ran forward the guns and got out an anchor and worked her off in 25 minutes. We got the prize under sail and in about 25 minutes more I saw a sail appear off the Connecticut shore far ahead. She looked not much larger than a man's hand. I told Mr. Smith that I spied a sail and asked if he knew her. He replied he suspected her to be a small schooner that was in company with them yesterday. When she came up she proved to be the *Young Cromwell*, Captain Wattles. It is my real sentiments that the schooner *Young Cromwell* neither saw nor heard the action between the aforesaid sloop and brig and the schooner *British Legion*, as it was not less than one hour from the time she struck till the *Cromwell* appeared. And as the Prize, after she got under sail, stood northeast and the *Cromwell* was standing southwest—to judge the courses, the distance is double, but I would choose to leave those matters to a better judge of sailing.

(Signed) John Logan."

HAMLIN, Sloop.

Timothey Starr of Middletown, commander; commissioned May 4, 1781. 6 guns, 12 men. Bonded for \$20,000. Bonders,

Timothy Starr, Jonathan Trumbull Jr., and John Porter. Owned by Comfort Sage & Co. of Middletown.

Timothy Starr of Middletown, commander of the privateer sloop *Hamlin*, captured the British brigantine *Agnes*, 200 tons burthen, Henry Lawson late master, July 27th, 1781, and brought her into Hartford for Libel Aug. 13, 1781, according to papers on file with the Maritime Court Records of Hartford County. The *Agnes* was a recapture, as evidence on file shows she was taken June 3, 1781, by his Majesty's ship *Hornet*, Francis Tinsley captain, and ordered into New York under the care of Henry Lawson, master's mate of the *Hornet*, who was also taken prisoner with his prize crew by Captain Starr. Six shares of the proceeds of this prize were allotted to Capt. Starr, four shares to his mate James Brainard, two shares to his second Mate or Gunner, and one share each to each member of the crew. The commission of Captain Starr forms part of the papers, together with the *Hamlin's* Articles of Agreement and list of crew, viz.:

Timothy Starr,	Master	Joseph Richards,	Sailor
James Brainard,	1st Mate	Wickham Cottrell	do
Samuel Redfield,	2d Mate	John Starr	do
Elihu Hubbard,	Sailor	Thomas Hall	do
Benj. Hurd	do	James Henry	do
Uzziel Clark	do	Justus Starr	do
Joseph Davis	do	Elihu Starr	do
James Nichols	do	Nath ^l Starr	do

John Rogers & Thomas Babcock, passengers.

Capt. Timothy Starr's commission, dated May 5, 1781, describes him as about 50 years old, five feet seven inches high, dark complexion, rather slender, and wears a wigg. James Brainard, 1st mate, about 35 years old, five feet eight inches high, dark complexion and thick sett. These descriptions endorsed on the back of the commission, dated at Lebanon, May 4, 1781, and signed by Jonathan Trumbull.

HAMPTON PACKET, Sloop.

Thomas Wickham of New London County, commander; commissioned Oct. 23, 1781. 8 guns, crew 30. Bonded for

\$20,000. Bonders, Thos. Wickham, Abraham Miller and Frederick Bull. Owned by Thomas Wickham & Co.

Thomas Wickham, commander of the *Hampton Packet*, on the 23rd of December, 1781, near shore at Fort Pond Bay, Long Island, captured a two-masted boat commanded by Nathaniel Littlefield and Henry Champlin, with 50 bushels of oats and 350 cwt. of indigo, from Block Island to New York to the enemy, and brought her into Stonington for libel.

On March 2, 1783, while cruising on the south side of Long Island near the west end thereof, Capt. Thomas Wickham of the sloop *Hampton Packet* (40 tons, 8 guns, 30 men) fell in with and seized the schooner *Peggy*, 50 tons burthen, John Bates commander, laden with flax seed and oysters, bound from Blue Point Bay to New York City to supply provisions for the British fleet and army. Oliver Smith Jr. of Stonington was prize-master for the *Hampton Packet* and brought the *Peggy* into New London on the 6th of March for libel proceedings. The *Peggy* was a "market" vessel and was owned by Mr. Townsend and John Patrick of New York. Decree granted in favor of libellants.

HANCOCK, Sloop.

Thomas Chester, Jr., of Groton, commander; commissioned Sept. 22, 1778. 10 guns, crew 80 men. Bonded by Thomas Chester, Jr. and Thomas Mumford for \$2,000. Owned by Thomas Mumford of Groton. Witnessed by Gurdon Saltonstall and Mary Saltonstall.

"Groton, 1 April 1779.

"Dear Sir:

My Sloop *Hancock* in her late action, exhausted the Chief of her Warlike Stores. I am Necessitated for some Cartridge Paper. M^r Leffingwell writes me he has none. Will you Sell or lend me Half a Ream. My Sloop will Sail again in three Days at the farthest. Send it by either of the Passage Boats if you Can Spare it and oblige D^r S^r Your Humble Serv^t (Huntington Papers.)

THOS. MUMFORD."

In 1779, Captain Chester does not appear to have commanded the *Hancock* on the following cruise, for record is

found of Capt. Elisha Hinman in command in April of that year, as he participated in the capture of the British privateer sloop *Game Cock*, Charles Letelier late master, according to Court decree granted April 28th.

In May, 1779, Captain Hinman of the sloop *Hancock* also took the British schooner *Mulberry*, Philip Ohier late master. (N. L. Court, June 10, 1779.) Also recorded is his capture of the British privateer brig *Bellona*, Thomas Lawrence late master; and the privateer sloop *Lady Erskine*, Edward Drew late master (in company with the American sloop *Beaver*).

The last commander of the *Hancock* was Capt. Peter Richards, who, on June 4, 1779, captured the British privateer sloop *Ariel*, Captain Hagins, 12 hours from Sandy Hook. She had a battery of 12 guns. He also took the British sloop *Eagle*, also with 12 guns, from New Providence to New York, off Sandy Hook on June 6th, this being the 9th prize credited to the *Hancock* since March, 1779.

On Aug. 31, 1779, Capt. Lodowick Champlin, who was given command, sent in the British schooner *Little William*, Samuel Daniel late master, from Bermuda; also the British brig *Strumpet* from Jamaica, with a cargo of rum, John Angeles late master. (N. L. Court, Oct. 5, 1779.)

The next record of the *Hancock* is on June 2, 1780, when Captain Richards took her out for another cruise and sent into New London the British brig *Friendship*, Wm. Robinson late master, with 306 pipes of Madeira wine for the British officers in New York.

Again on Aug. 25, 1780, Captain Richards sent in a British schooner laden with naval stores.

And still again, on Sept. 2, 1780, he captured the British privateer *Hibernia*, of 10 guns, commanded by Capt. Hannah; and on Sept. 5th, the privateer sloop *Venus*. The *Hancock* was formerly a prize and was originally the *Whim*.

In March, 1781, Capt. Thomas Chester was taken by the enemy in the Iquebo River and sent to the West Indies.

HANCOCK, Brigantine.

Peter Richards of Norwich, commander; commissioned July 18, 1782. 18 guns, crew 110. Bonded for \$20,000 by Peter

Richards, Jabez Perkins and Jos. Howland, all of Norwich. Owned by Thos. Mumfard, Joseph Packwood and Howland & Coit of Norwich.

This brig may have made some captures under the command of Captain Richards, but no record of them has as yet appeared in Connecticut courts. In the spring of 1783 the brig *Hancock* is, however, found in command of Capt. Joseph Conkling, who on April 2, 1783, while cruising on the high seas, in Lat. 40° N. Long. 73° W. fell in with, seized and captured the British brigantine *Lyon* of White Haven, England, Henry Moore late commander, and Francis Mitchell as prize-master and six others from the *Hancock* brought the prize into New London for libel. There were no papers found in the *Lyon*, which was owned by James Spreading & Co. of White Haven, merchants. Capt. Joseph Conkling's commission is dated Dec. 30, 1782, and describes him as 43 years old, 5 feet 10 inches tall, gray eyes and brown complexion. Jasper Griffing, his First Lieutenant, aged 36 years, 5 feet 7 inches tall, light eyes and dark complexion. The *Hancock* was then owned by Giles Mumford. Favorable decree was granted libelants in N. L. County Court.

HANCOCK, Brigantine.

Lodowick Champlin of New London, commander; commissioned Oct. 30, 1781. 16 guns, crew 90. Bonded for \$20,000 by Lodowick Champlin, Patrick Robertson and Thomas Coit of Norwich. Owned by Thomas Mumford & Co. Witnessed by Gurdon Saltonstall and Sallie Gardiner.

On June 1, 1782, she captured the British brigantine *Thetis* in Lat. 39° N. Long. 74° W., bound from New York to Charleston, commanded by Peter Robinson, and sent her into New London. According to the register of the *Thetis* she was owned by Mathias Nicoll of New York, a square-sterned brig of 80 tons, mounting 2 carriage guns and manned by 8 men, and was a prize of the same name taken by John Bagaley, Captain of his Majesty's Ship of War *Amphitrite*, and condemned by the Vice Admiralty Court at New York Aug. 22, 1782. Her clearance papers dated June 3, 1782, gave her

cargo as wine, brandy, flour, tea, soap, candles and merchandise for the British garrison of Charleston under bond of £1000. This was a valuable prize. (Decree granted N. L. Court.)

On the 23d of June, she captured the British schooner *Mercury* in Lat. 39° N. Long 74° W., 2 guns, 7 men, with cargo of provisions for British garrison at New Providence. Capt. Champlin's commission describes him as 35 years old, 5 feet 9 inches tall, gray eyes, dark brown short hair, dark complexion and middling well set.

HANCOCK, Brigantine.

Hezekiah Perkins of Norwich, commander; commissioned Sept. 16, 1782. 8 guns, crew 16. Bond, \$20,000. Bonders, Hezekiah Perkins, John Alden and Elisha Lathrop Jr. Owners, Howland, Coit & Co., Norwich. Armed for the merchant service with West Indian ports. No record of captures.

HARRISON, Schooner.

On October 24, 1775, by order of General George Washington, Captain William Coit of Norwich, then in Parson's Regiment before Boston, marched with his company to Plymouth, Cape Cod, and took command of the privateer *Harrison*, 4 guns, 10 swivels. In a letter written by Jedediah Huntington to Jabez Huntington of Norwich, dated Roxbury Camp, Nov. 9, 1775, he states that "Capt. Coit in one of our privateers has taken two vessels from Nova Scotia to Boston with provisions and live stock." Captain Coit being also a mariner was detailed by General Washington for this duty to annoy enemy vessels approaching Boston at that time. The *Harrison* was one of the very first privateers to be made ready for service. In the Marine Letter Book of the Navy Committee of the Continental Congress (Prizes & Captures No. 25) is an Agreement between Daniel Adams mariner, of Plymouth, and Ephraim Bowen in behalf of General Washington for the use (charter) of the schooner *Harrison* between Cape Cod and

Cape Ann from October 16, 1775 until discharge. This paper contains the conditions, etc.

Captain Coit returned home about January 1st, 1776, on the disbandment of his regiment, and re-entered the Naval service later as Captain of the Colony Ship *Oliver Cromwell*; and still later in the privateering service again. Pownal Deming was a sergeant under Captain Coit in his company and vessel.

His Instructions from General Washington are dated October 22, 1775, and are as follows:

*Washington's Commission to Captain Coit
For Naval Service.*

Instructions to Capt. Coit, commander of the armed schooner
HARRISON.

1. You being already appointed a Captain in the Army of the United Colonies of North America, are hereby directed to take command of a Detachment of said Army, and proceed on board the armed schooner *Harrison*, lately fitted out & equipped with Arms, Ammunition & Provisions at the Continental expense.
2. You are to proceed as Commander of said schooner immediately on a cruise against such vessels as may be found on the High Seas or elsewhere, bound inward or outward to or from Boston, in the Service of the Ministerial Army, & to take and seize all such vessels laden with Soldiers, Arms, Ammunition or Provisions for or from said Army, or which you shall have good Reasons to suspect are in such Service.
3. If you should be so Successful as to take any of said Vessels, you are immediately to send them to the nearest and safest Port to this Camp under a careful Prize Master, directing him to notify me by Express immediately of such Capture with all Particulars & there to wait any further direction.
4. You are to be very particular and diligent in your Search after all Letters or other Papers tending to discover the Designs of the Enemy or of any other kind, and to forward all such to me as soon as possible.
5. Whatever Prisoners you may take you are to treat with kindness & Humanity as far as is consistent with your

own Safety, the private Stock of Money & Apparel to be given them after being duly searched, & when they arrive at any Port you are to apply to the Committee or to any officer of the Continental Army stationed at such Port for a Guard to bring them up to Head Quarters.

6. For your own encouragement & that of the other officers and men to Activity and Courage in the Service over and above your Pay in the Continental Army, you shall be entitled to one third Part of the Cargo of every vessel by you taken & sent into Port (military & naval stores only excepted, which with the vessels & apparel are reserved for the Public Service) which said third Part is to be divided among the officers & men in the following Proportions:

Captain	6 shares
1st Lieutenant	5 ditto
2d Lieutenant	4 ditto
Surgeon	4 ditto
Ship's Master	3 ditto
Steward	2 ditto
Mate	1½ ditto
Gunner	1½ ditto
Boatswain	1½ ditto
Gunner's mate & Serjeants	1½ ditto
Privates	1 ditto each

7. You are particularly charged to avoid any Engagement with any vessel of the Enemy, tho' you may be equal in Strength or may have some small advantage; the Design of this Enterprise being to Intercept the supplies of the Enemy, which will be defeated by your running into unnecessary engagements. In this your own Discretion & Prudence must Govern.
8. As there may be other vessels employed in the same service with yourself, you are to fix upon proper Signals & your Stations be settled so as to take the greatest Range, avoid cruizing on the same grounds: If you should happen to take prizes in sight of each other, the Rules which take place among private Ships of War are to be observed in the Distribution of the Prize Money.

9. In case of retaking the Vessel of any Friend to the American Cause I will recommend it to such Person to make a suitable Compensation to those who have done such Service, but such vessels & cargoes do not come within the Directions respecting other Vessels.
10. You are to be Extremely careful and frugal of your ammunition, by no means to waste it on Salutes or for any Purpose but what is absolutely necessary.

G. WASHINGTON.

Head Quarters
Octob. 22, 1775.

HARLEQUIN, Sloop.

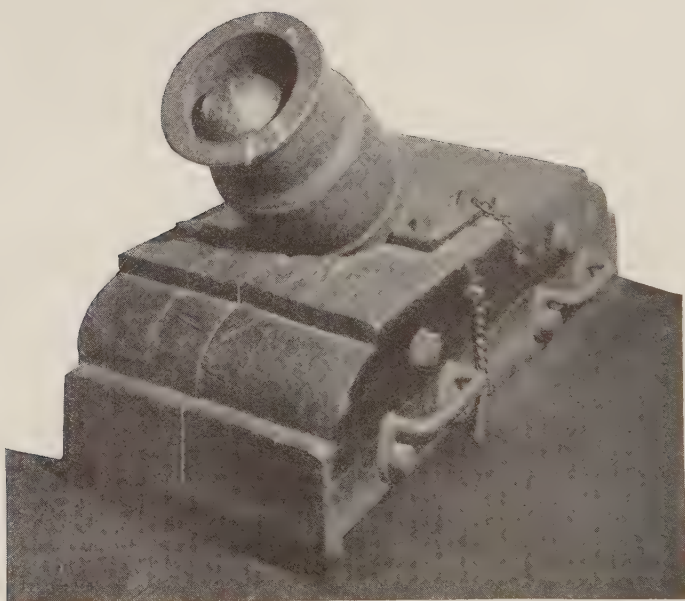
Seth Doane of Chatham, commander; commissioned Dec. 16, 1778. 6 guns, crew 25. Bonded for \$5,000. Bonders. Seth Doane, Chauncey Bulkley and Ithamar Pelton, all of Chatham, and owned by Chauncey Bulkley & Co.

While in the West Indies Captain Doane captured a British sloop laden with cocoa, coffee and some slaves, from which he received 5 shares, per his Court testimony given and dated Sept. 24, 1781, in Hartford County Maritime Court.

It also appears that a commission was given to Capt. David Brooks in the autumn of 1778 as commander of this sloop, for the Maritime Court Records of Hartford County state that he captured, while in command of the *Harlequin*, on Oct. 5, 1778, three prizes, viz: the pettiaugre *Necessity*, G. Beekman late master; the British sloop *Jenny*, 20 tons, Benjamin Paramore late master; also the pettiaugre *Henry*, Roger Richards late master, and favorable decree given.

Another commission was issued to Capt. Samuel Brooks of Chatham under date of March 19, 1779, as commander of the sloop *Harlequin*, under the same ownership, and he captured the British schooner *William*, Wm. Reid late master, in August, 1779, per Court records.

The next entry found is that Captain Hurd of the *Harlequin* and Captain Brooks of the *Eagle* are both taken by the enemy and carried into New York, October 19, 1779. Capt. Joseph



A "COHORN," AS USED IN THE MAIN-TOP
From an original in possession of the New Haven Historical Society

Hurd's commission was dated Sept. 1, 1779. The sloop was then owned by Humphrey Lyon & Co. of East Haddam.

Following are copies of Capt. David Brooks' Commission and Instructions, from the manuscript documents signed by Gov. Jonathan Trumbull at Lebanon, July 23, 1778, on the hand-made paper from the mill of Christopher Leffingwell at Norwich, containing water-mark of that mill; these original documents form part of the "evidence" presented with the other papers among the Maritime Court Records of Hartford County.

[SEAL]

STATE OF CONNECTICUT

(Trumbull Arms)

BY THE GOVERNOR.

To all unto whom these Present shall come,—

KNOW YE, That License and authority is by these Presents, Granted to *David Brooks*, Mariner, Commander of the vessel or sloop, calld the HARLEQUIN, of the burthen of forty five tons belonging to Chauncey Bulkley and Company of the State of Connecticut, and navigated by thirty men, to fit out and set forth the s^d vessel or sloop in warlike manner, and by and with the said vessel or sloop and the Crew thereof, by force of Arms, to attack, seize, and take the ships and other vessels belonging to the Inhabitants of Great Britain or any of them, with their Tackle, Apparel, Furniture and Ladings on the High Seas, or between high water and low water marks, and to bring the same to some convenient Port in this State, in order that the Courts which are or shall be there appointed to hear and determine Causes Civil and Maritime, may proceed in due form to condemn the said Captures if they be adjudged lawful Prize, the said *David Brooks* having given bond with sufficient sureties that nothing be done by said Brooks or any of his officers or crew, contrary to or inconsistent with the Usages and Customs of Nations and the Instructions—a copy of which is herewith delivered to him,—And all officers whatsoever are required to give Succor and assistance to the said *David Brooks* in the Premises. This Commission shall continue in force until orders to the contrary shall be issued.

Given under his Hand and Seal at Arms in Lebanon the
23^d Day of July A. D. 1778.

JONth TRUMBULL

Instructions to David Brooks, Mariner, Commander of the
Vessel or Sloop called the HARLEQUIN.

You may by force of Arms, attack, subdue, and take all ships and other vessels belonging to the Inhabitants of Great Britain, on the High Seas or between High water and Low water marks; You may by force of Arms, attack, subdue, and take all ships and other vessels whatsoever carrying Soldiers, Arms, Gunpowder, Ammunition, Provisions or any other Contraband Goods to any of the British Armies or Ships of War employed against these States. You shall bring such ships and vessels as you shall take, with their guns, rigging, tackle, apparel, furniture and Ladings, to some convenient Port or Ports of the United States, that Proceeding may thereupon be had in due form before the Courts which are or shall be there appointed to hear and determine Causes Civil and Maritime. You or one of your chief Officers shall bring or send the Master and Pilot and one or more principal person or persons of the Company of every ship or vessel by you taken, as soon after the capture as may be, to the Judge or Judges of such Court as aforesaid, to be examined upon oath and make answer to the Interrogatories which may be propounded touching the interest or property of the Ship or vessel and her Lading, and at the same time you shall deliver or cause to be delivered to the Judge or Judges, all papers, Sea-briefs, Charter Parties, Bills of Lading, Cocketts, Letters and other Documents and Writings found on Board, proving the said papers by the affidavit of yourself or of some other person present at the Capture, to be produced as they were received, without fraud, addition, subduction, or embezzlement. You shall keep and preserve every ship or vessel and cargo by you taken untill they shall, by sentence of a Court properly authorized, be adjudged Lawful Prize, not selling, spoiling, wasting, nor suffering any such thing to be done. You shall by all convenient opportunities, send to me, written accounts of the

captures you shall make, with the number and names of the captives, copies of your Journal from time to time, and Intelligence of what may occur or be discovered concerning the Designs of the Enemy, and the Destinations, Motions and operations of their Fleets and Armies. You shall observe all such further Instructions as I shall hereafter give in the Premises when you shall have notice thereof. If you shall do anything contrary to these Instructions or to others to be hereafter given, or willingly suffer such thing to be done, you shall not only forfeit your Commission and be liable to an Action for breach of the Condition of your Bond, but be responsible to the Party grieved for Damages sustained by such Malversation.

Given at Lebanon, 23^d July 1778.

Jonth Trumbull.

HAWK, Schooner.

A libel of Ebenezer Eaglestone, commander of the privateer schooner *Hawk* against the sloop *Jenney* (10 tons), Philip Milligan master, with cargo of rum, sugar and molasses, was filed in the Maritime Court of Hartford County in August, 1778. The *Jenney* was taken July 6, 1778, near Montauk Point. There are 27 papers on file in connection with this libel, including various permits, passes, depositions and claims showing that the captain of the *Jenny* was bound for New London on peaceful errand and had as passengers two American prisoners, one Thomas Witham and Ellis Leland, who had escaped from New York and whom he was assisting to get home. The decree restored the *Jenny* to her captain, as it was not adjudged a lawful prize.

HAWK, Sloop.

Gideon Olmsted of Hartford, commander; commissioned March 22, 1780. 12 guns, crew 60 men. Bonded for \$5000 by Gideon Olmsted, Jonathan Trumbull Jr. and David Trumbull. Owned by Jos. Webb & Co. of Wethersfield. Witnessed

by John Porter and Jabez Huntington Jr. (Vol. 7, p. 23, 196 Cont. Con.)

See also *Seaflower*, *Raven*, *General Greene*.

Gideon Olmsted of Hartford, commander of the privateer sloop *Hawk*, captured the British brigantine *St. Andrew*, April 22, 1780, with her cargo and libeled her as his prize in the Hartford County Maritime Court, May 6, 1780. The *St. Andrew* according to the deposition of her mate, Thomas Christian, dated May 1, 1780, belonged to James McAlpine & Sons and George Gearcey of New York, and was bound to the West Indies when taken. She was commanded by James McAlpin, one of the owners.

He also captured a British sloop, April 16th, on the south side of Long Island, commanded by one Robinson, and mounting carriage guns and swivels. Israel Denning testified that it being night this sloop was hailed but no answer. A boat was manned and the sloop boarded and taken. No papers were found. This vessel was taken near Fire Island Inlet.

On Jan. 16, 1780, Captain Olmsted was driven ashore on the south side of Long Island by a British frigate and his sloop lost. The people, however, got safely ashore and later all arrived in New London.

April 23, 1779. Memorial to Congress praying recompense for the capture of the *Active* in accordance with decision of Court of Appeals, or else a statement that nothing is to be expected. Document signed. Read April 24th and postponed to Sept. 15, 1779. (Papers of Cont. Cong. Nos 247-251.)

October, 1779. Continental Congress Committee Report on the Memorial of Gideon Olmsted (Apr. 19-23, 1779) in the case of the sloop *Active*. Appeal granted. (Papers Cont. Cong. 19-4-495.)

Capt. Gideon Olmsted was born in East Haddam, Feb. 12, 1748; married Mabel, daughter of Capt. Eliphalet Roberts of Hartford; died in East Haddam, Conn., Feb. 8, 1845.

In 1777 he commanded the sloop *Seaflower* and made a voyage to Martinique in the early part of 1778, as shown by a resolve adopted by the Connecticut Council of Safety at their meeting of Dec. 4, 1777, when permission was granted Captain Olmsted to transport on board the *Seaflower* 40 shoats to that island. The *Seaflower* was captured by the British.

In 1778 he was Captain of a French privateer in West India waters, but was again taken by the British sloop *Ostrich* and taken into Jamaica. Here, with three sailors, he was transferred to the British sloop *Active*, Captain Underwood, bound for New York with provisions and stores for the British in that city. Here, with three compatriots, Artemas White, Aquila Rumsdale and David Clark, they were to be transferred to the prison ships in that port. Besides these, Captain Underwood's crew consisted of his mate, three male passengers and a negro servant on board. They left Montego Bay August 1, 1778. On September 4th, they made Cape Charles and met the British brig *Tryon* and were warned to keep away from the coast because of American privateers. Sunday at midnight, Olmsted, White and Rumsdale were on deck, an old sailor being at the helm. Rumsdale called up the watch and Clark and the negro came on deck. Capt. Underwood and the Mate were about to follow, when Olmsted and Clark drew up the ladder and told them they were prisoners and swore they would be killed if they came up on deck. They changed the course toward Egg Harbor, New Jersey. Toward daylight the prisoners below began to fire their pistols through the chinks in the cabin. Captain Olmsted told them to desist or he would fire a 4-pounder cannon into the cabin. Capt. Underwood retorted, "Fire and be d——d!" And they did, doing some damage. Underwood cried up that he would blow up the vessel, and Olmsted told him he might do it and be d——d, that he was more afraid of going to the bottom than they. Underwood was about to fire his pistol into a keg of powder, when the mate and one of the passengers interceded and offered to pay all their losses if he would cease firing, but he did not, and another 4-pounder was fired through the bulkhead. The foresail was unbent and lashed around the companion-way to screen those on deck, but finding that the rudder had been wedged, they cut a hole in the canvas and fired a swivel loaded with 30 musket balls into the cabin. This was the last shot fired. Captain Olmsted and his comrades now began to tear up the deck to get at the rudder, when those below gave up the contest, unwedged the rudder and matters became more friendly. Early Tuesday morning the captors made Cape May. They were discovered

by the American brig *Convention*, who took the *Active* in charge and sent her into Philadelphia. The *Active's* cargo sold for \$98,800, and there was much litigation over the prize money. Olmsted and his associates appealed to the Court of Appeals and were awarded the entire amount.

HAWK, Sloop.

Captain Silas Talbot, commander of this vessel, captured the British schooner *Pigot*, Dunlap late master, on Oct. 29, 1778, according to the Maritime Court records of New London County Nov. 25, 1778, when he was decreed the captor.

Captain Talbot writes from Stonington, Oct. 29, 1778, to Major General Sullivan concerning the taking of the *Pigot*:

"I sailed from Providence in the *Hawk* on Sunday the 25th inst., with the troops you were pleased to put under my command for the purpose of capturing the *Pigot* galley then lying on the east side of Rhode Island, but the wind being small, came to anchor the same evening under Rocky Island. The next day we got through Bristol Ferry to Mount Hope. Wednesday at 10 o'clock made sail and ran through Howland's Ferry. When we had got as far as Fogland Ferry, hauled down all sail and drifted through under bare poles to prevent any firing from the enemy's battery on Rhode Island which might have alarmed the galley. We happily passed the battery undiscovered and at half past one in the morning were within a small distance of the *Pigot*. We were immediately hailed and the marines on her quarter fired on us. We reserved our fire until we ran our jibb boom through her fore shrouds, then threw in a volley of small arms loaded with musket and buck shot. The seamen on deck soon ran below calling for quarter, and those below never ventured on deck. My men immediately ran out upon the jib boom from which they boarded and carried her without the loss of a man. We soon after came to sail and arrived the same day in this Harbor. The *Pigot* mounts 8 twelve-pounders and had 45 men on board. Her nettings were 8 feet above our gunwale. The Captain behaved with great resolution and defended the sides of his vessel in his shirt and drawers for some time without a single

man to assist him. My men all behaved well. The prisoners taken in the *Pigot* were conducted here on Monday last, and sent on board the prison ship in the River."

HAWK, Boat.

Isaac Jones of Stamford, commander; commissioned May 30, 1782. One gun, crew ten. Bonded for \$20,000 by Isaac Jones and John Davenport of Stamford and Samuel Lockwood Jr. of Greenwich. Owned by Isaac Jones. (See also the boat *Jay* for commission of equal date).

Captain Jones, like Ebenezer Jones, David Hawley, Samuel Lockwood and others in the southwestern end of Connecticut were making raids across the Sound, on the British and Hessian camps and their shipping almost constantly during the latter part of the war, and bringing back to the Connecticut shores hostages and British provisions in retaliation for similar depredations made upon the farms of the colonists. Their own protection depended upon this mode of warfare, and it no doubt hastened the withdrawal of the enemy from Long Island and their forced evacuation.

HAZARD, Schooner.

Hezekiah Perkins of Norwich, commander; commissioned June 12, 1779. 10 guns, crew 25. Bonded for \$5,000 by Hezekiah Perkins, Joseph Howland and Thomas Coit, all of Norwich, and owned by Howland & Coit. Captain Perkins while on cruise was taken by the British and carried into the West Indies, and on Aug. 17, 1779, having been exchanged, was sent to Boston. He had previously been in command of the sloop *Maria* (q. v.) and captured.

HERMIONE ("HARMONY"), Sloop.

Thomas Hopkins of Middletown, commander; commissioned Aug. 14, 1782. 8 guns and 25 men. Bonded for \$20,000,

by Thomas Hopkins and John P. Sloan of Middletown and John Deshon of New London, and owned by John Deshon & Co.

Capt. Thomas Hopkins of New London, duly commissioned as a privateer, fell in with and captured, Sept. 10, 1782, while cruising on the high seas in Lat. 28°, Long. 65°, the British brigantine *Cumberland*, James Tindals late master, and a cargo of 124 hhds. of sugar, a number of bales of cotton, and other articles for subjects of Great Britain, and brought his prize into the Port of New Haven for libel, Oct. 4, 1782. According to deposition on file with the *Cumberland's* papers in the New Haven County Court, it appears that the prize was owned by a number of gentlemen from White Haven, England; that she sailed from the West Indies, Sept. 2, 1782, bound for Glasgow, and after a spirited engagement was taken by Captain Hopkins, who took Captain Tindals and five of his men on board the *Harmony*, and proceeded on his cruise to the West Indies, and placed the prize in charge of Jonathan Sabine of New Haven as prize master, with five men on board to navigate the prize to New Haven, and that the *Cumberland's* log book was in possession of Captain Sakin. Decree was favorably awarded libellant by the Court, Nov. 5, 1782.

On the 29th of Sept., 1782, while near Turks Island, he fell in with and seized the sloop *Adventure* of Bermuda, commanded by James Newman. The mate and hands were put ashore and John Norcott, prize master of the *Hermione*, brought the prize to New London, Oct. 19, 1782, and delivered the vessel and her papers to the register of the Maritime Court for libel.

Thomas Hopkins, commander of the *Hermione*, is described in endorsement on his commission as thirty-one years old, 5 feet 4 inches high, gray eyes, dark short hair, light complexion and slender built. Jonathan Sabine, his Lieutenant, was thirty-one years old, 6 feet high, gray eyes, dark long hair, light complexion and slender built.

On Nov. 1, 1782, this vessel ran ashore to the eastward of New London, and was lost. (Conn. Gazette.)

HARMONY, Sloop.

Capt. Jabez Lord of Norwich also appears to have been commissioned by Gov. Trumbull as a privateer, as according to records he was taken by a British privateer June 8, 1781, from Halifax, but recaptured and taken into Casco Bay. Captain Lord sailed from New London early in May, 1781, on cruise with this vessel.

HERO, Sloop.

Jacob Riley of Wethersfield, commander; commissioned Jan. 14, 1778. 6 guns, crew 40. Bonded for \$5,000 by Jacob Riley, Moses Williams and Ephraim Williams, all of Wethersfield, and owned by the bonders. Captain Riley was taken prisoner, as records indicate his exchange and arrival in Stonington, Aug. 3, 1782.

HERO, Sloop.

Paris Fyler of Windsor, commander; commissioned Sept. 15, 1778. 2 guns, crew 16 men. Bonded for \$5,000 by Paris Fyler of Windsor, Samuel Boardman of Wethersfield and John Welles of Glastonbury. Owned by John Welles & Co. of Glastonbury. Witnesses, Ebenezer Plummer and Isaac Plummer. No other record. (Vol. 7, p. 54, 196. Cont. Cong.)

HERO, Galley.

John Seranton, commander of the armed galley *Hero*, duly commissioned by Congress, while on cruise in Long Island Sound on Jan. 21, 1782, fell in with the British sloop *Shuldham*, causing her to seek asylum in Norwalk, where she was seized by Major Tallmadge and others and libeled, as shown by the following. Captain Seranton made application to the Maritime Court for a share of the prize money. His petition states that the *Hero* mounted two swivel guns and had a crew of 20 men, with 20 musquets and 20 cutlasses. Petition on file with Major Tallmadge's papers.

Maritime Court within } To the Honorable Abraham Davenport
and for the County of } Esq^r Judge of the Maritime Court
Fairfield. } within and for the County of Fair-
field and the rest of the Judges of the
said Court—

Comes Benjamin Tallmadge an Officer of the Continental Army in behalf of himself and of Cap^t Hezekiah Rogers and Jedediah Rogers, Officers of the Continental Army and informs and gives said Judges to understand that on the 21st day of Instant January 1782 this informant together with said Jedediah and Hezekiah Rogers seized in Norwalk in the County of Fairfield within the jurisdiction of s^d Maritime Court, a quantity of English goods, wares, and merchandize, together with the British sloop *Shuldham*, her boat and whale-boat on board and prays for condemnation proceedings. The Inventory of the *Shuldham* including her cargo, yawl and whale-boat was £709. Decree granted favoring captors, Apr. 4, 1782.

The *Shuldham* was commanded by Capt. Walter Symonds. Numerous papers, bills, depositions, etc., form part of the Court documents.

HETTY, Brigantine.

David Phipps of New Haven, commander; commissioned Sept. 17, 1782. 8 guns and 35 men. Bonded for \$20,000. Bonders, David Phipps, Elias Shipman, Jonas Prentice and Michael Todd, all of New Haven, and owned by Elias Shipman & Co., New Haven. Witnessed by Jonathan and Eliza M. Fitch. (Vol. 11, p. 26, 196 Cont. Cong.)

David Phipps was 2nd Lieutenant Continental Navy Aug. 22, 1776. He served in the *Alfred* under Commodore Hopkins, on the expedition to New Providence; also in the *Providence*, *Cabot*, *Raleigh*, *Warren*, and *Trumbull*; was taken, prisoner three times and exchanged. He was appointed First Lieutenant in the Navy after the war, by John Adams, July 2, 1798, and Master June 1, 1801. Died at New Haven April, 1825.

No record or information appears concerning the operations of the privateer brig *Hetty*.

HIBERNIA, Sloop.

Samuel Smedley of Fairfield, commander; commissioned Oct. 10, 1780. 10 guns, crew 50 men. Bonded for \$20,000. Bonders, Samuel Smedley of Fairfield, Joseph Howland and Thomas Coit of Norwich. Owned by Howland & Coit of Norwich. Witnesses, Jonathan Huntington and Eunice Huntington. (Vol. 7, p. 80, 196 Cont. Cong.)

Captain Smedley and his Letter of Marque were captured within a fortnight after they left New London by H. M. S. *Hussar*, Captain Poole, in Lat. 33° N., October 25, 1780, and carried into New York.

From the Public Record Office of the High Court of Admiralty in London, bundle No. 359, the following Court Proceedings, Depositions, Articles of Agreement, Crew List, and List of Prisoners, are copied:

Captain Smedley was probably one of the most daring and successful mariners who served Connecticut during the American Revolutionary War. He was not yet thirty years of age when the war terminated. As an officer he was unequalled. During his career, before being taken prisoner the second time (in the *Hibernia*) fourteen British prizes are credited to him, as shown by the record of the Colony ship *Defence* and Letter of Marque *Recovery*. He was finally committed to the Old Mill Prison at Plymouth, England, but escaped to Holland, and returned to the United States in 1782 in command of a chartered ship with cargo of goods purchased for the use of the United States which had been negotiated for by Commodore Gillon of the *South Carolina* frigate (Diplomatic Correspondence of Congress, vol. 5). Captain Smedley and his crew were sent to England from New York, by order of Admiral Rodney, in December, 1780.

P. R. O. London. *Adm. High Court, Bdle. 359, Prize Papers.*
 Province of New York
 Court of Vice Admiralty.

The Replication of John Tabor Kempe Esquire his Majesty's Advocate General for the Province of New York & by the Relation of Charles Morris Poole Esquire Captain & Com-

mander of his Majesty's Ship of War the *Hussar* on behalf of himself & the other crew of His Majesty's said Ship of War & all others interested therein Libellant of the Sloop or Vessel called the *Hibernia* her Apparel Furniture, Ammunition, Stores & Provision to the Answer of Robert Shedden of the City of New York merchant, for & in behalf of himself, John Goodrich Jun^r & Bartlet Goodrich of said city Merchants & the claim of the said Robert Shedden for & in behalf of himself the said John Goodrich Junior & Bartlett Goodrich to the said Sloop *Hibernia*, her Apparel Furniture Ammunition Stores & Provisions.

This Repliant saving & reserving to himself & the said Relator now & at all times hereafter all & all manner of benefit & advantage of Exception to the manifold Incertainties, Insufficiencies, and Imperfections in the said Answer & Claim contained—for Replication thereto saith, that he doth admit that all & singular the matters & things by the said Robert Shedden in & by his said Answer & Claim pleaded, may be true, in manner & form as the said Robert Shedden in & by the said Answer & Claim hath pleaded and alledged, & that he this Repliant, doth not know nor hath anything to say, why the said Sloop her Apparel Furniture Ammunition Stores & Provision Except such Articles as were supplied & put on board the said Sloop by the Rebels while she remained in their possession as in the said Answer & Claim is mentioned ought not to be by the Decree & Sentence of this Honorable Court adjudged to be restored to the said Robert Shedden for & in behalf of himself John Goodrich Junior and Bartlett Goodrich, nor why the same ought not to be delivered to the said Robert Shedden for & in behalf of himself, John Goodrich Junior & Bartlett Goodrich, he the said Robert Shedden paying one full Eighth part of the true value thereof according to the prayer of the said Robert Shedden for & in behalf of himself, John Goodrich Junior & Bartlet Goodrich in the said Answer & Claim contained, And the said Relator is ready & willing to accept one full eighth part of the true Value of the Sloop *Hibernia* her Apparel . . . (except as before is excepted) for & in lieu of Salvage. Wherefore this Repliant humbly prays that by the Decree of this Honorable Court for restoring the said Sloop *Hibernia* her apparel . . . (except as be-

fore is excepted) according to the prayer of the said Robert Shedden in his said Answer & Claim, be upon this Express Condition that said Robert Shedden do pay for & in behalf as aforesaid in the said Answer & Claim mentioned to the Recaptors thereof, for & in lieu of Salvage one full Eighth part of the value thereof to be divided among them pursuant to the Statute in such Case lately made & provided, & his Majesty's Royal Proclamation in that behalf lately made. .

J. T. Kempe
Advocate General.

[Papers not copied:—

The Libel filed 24 Nov: 1780

Capt. Pole's Afft of Papers.]

Public Record Office. High Court of Admiralty, Bdle 359.
London. *Prize Papers.*

New York—Court of Vice Admiralty.

The Deposition of Samuel Smedley . . . Charles Morris
Poole Esq. Captain & Commander of H. M. S. *Hussar* on be-
half of himself . . . & all others interested therein against
the Privateer Sloop *Hibernia* her Apparel . . . taken
upon the Standing Interrogatories filed in this Court.

1.

3. To the 3rd . . . saith that said ship was taken in or about the Latitude of 33 Degrees N. on or about the 25th October last.

4. To the 4th . . . saith said Sloop was under his Command when taken & that he was appointed by Messrs. Howland & Coit.

5. To the 5th saith said Sloop is of Burthen of about 70 tons, that there were 47 men Officers included . . . that they were chiefly Americans, & shipped at New London.

6. To the 6th saith, said Sloop was built in Virginia, as he believes, that he has known her about six weeks, & that he saw her first in Norwich in Connecticut.

9. To 9th . . . saith, that Messrs. Howland & Coit were

the owners of said Sloop when taken & that they are Residents in Norwich in Connecticut.

17. To 17th saith, that he was informed & believes that said Sloop was taken by an American Privateer from the British, that she belonged to the Port of New York, & that after her Capture was carried into New London.

31. To 31st saith, that said Sloop carried 10 carriage Guns, that she was commissioned by the Continental Congress to seize British Property.

Sam^l Smedley.

Taken 13 Nov: 1780

D. Mathew Reg.

P. R. O.
London.

High Court of Admiralty. Prize Papers.
Bdle. 359.

ARTICLES

Of Agreement, made and agreed upon between *Captain Samuel Smedley*,* Commander of the Privateer Sloop *Hibernia* mounting Ten Carriage Guns and Company.

Article I.

That the Owners do on their Parts covenant & agree with the said Captain, Officers & Company of the said Ship, that they will, at their own Expence, compleatly fit out the said Vessel in a warlike Manner, & provide & maintain her in & with all Sorts of Arms, Ammunition & Provisions sufficient for said Company during said Cruize, which Cruize is to be from the time of the said Privateer's sailing from the Port of New London, until her Return thither again, provided it does not exceed the Space of *Two Months*. In Consideration of which, they the Owners of said Vessel, are to have and receive one Half of all Prizes that shall be taken by the said Vessel during said Cruize.

* Names and words in italics signify they were written in MSS.

Article II.

The Captain doth on his Part covenant & agree with the said Owners, & he will faithfully act up to, & perform the Instructions he shall receive from his said Owners in every Particular, to the best of his Skill and Ability.

Article III.

The said Officers & Company, in Consideration of said Prize Money hereafter mentioned, do severally covenant & agree to & with the said Owners & Captain, & each of them respectively, that they, the said Officers & Company, & each of them, shall & will repair on Board the said Vessel when directed by the Captain, or the commanding Officer for the Time being, & shall remain & continue on Board of her during the Space of *Two Months*; & the said Officers & Company, do covenant & promise that they, & each of them, during the said Cruise, shall & will, each in their respective Station, well & faithfully execute & perform the Duty, according to the best of his skill & ability.

Article IV.

For the orderly conducting the said Cruise, & for maintaining proper Discipline, by providing suitable Rewards & Punishments, & for the Division & Distribution of the Prizes that may be taken in the present Enterprize, the Owners, Captain, Officers & Company do respectively & mutually covenant & agree each with the other, in Manner & Form following:

1. That if any Person shall happen in an Engagement to lose a Leg or Arm, or be otherwise so disabled as not to earn his Bread, he shall receive & be allowed out of the first Prize to be taken *One thousand pounds*.

2. Whoever shall first discover a Sail, which afterwards proves to be a Prize, shall receive One Hundred pounds as a Reward for his Vigilance.

3. That whoever shall first enter an Enemy's Ship, after orders for boarding is issued, he shall receive three hundred pounds as a Recompence for his Valour.

4. That whoever shall be guilty of gaming or quarrelling

during said Cruise shall suffer such corporal Punishment as the Captain & Officers shall think fit to inflict.

5. That any Person that shall presume to absent himself from his Duty on board the said Ship, on any Pretence whatsoever for the Space of twenty-four Hours together, without Leave of the Commanding Officer for the Time being, or shall be guilty of disobedience to the lawful Commands of the Captain, or other his superior Officers, or of Cowardice, or Mutiny, or Theft, or Robbery, or Pilfering, or Embezzlement, or Concealment of any Goods, either belonging to the Ship or any of her Company, or shall strip or offer any Violence to a Male or indecency to a Female Prisoner, shall, in either of the said Offences, loose & forfeit his or their Share or Shares of the Prizes taken, to be applied to the Benefit & Use of the said Ship's Company, & suffer such other Punishment as the Crime may deserve.

6. That there shall be *Seven* Dead Shares reserved & laid aside, which shall be applied & divided among those that shall behave best & do most for the Interest & Service of the Cruise, by the Captain & Officers.

7. That in the Case any Prize be taken & sent into Port, the Prize Master & the men that shall be put on Board said Prize do obligate themselves to have the care of watching & unloading said Prize, & if any Charge or Damage accrue by their Neglect, their Shares shall be accountable for the same.

8. That in Case of the Commander, the next in Place shall strictly observe & comply with the Rules, Orders, Restrictions & Agreements between the Owners of the said Privateer & the said Commander.

Shares to be proportioned as follows, viz.

Captain,	8 shares	Steward	2 shares
First Lieutenant	4 "	Sailmaker	
Second do		Gunner's Mate	1½ "
Master	4 "	Boatswain's do	1½ "
Surgeon	4 "	Carpenter's Mates	
Officer of Marines	2 "	Cooper	
Prize Masters		Surgeon's Mate	
Carpenter	2 "	Armorer	2 "
Gunner	2 "	Sergeant of Marines	
Boatswain	2 "	Cook	
Master's Mates	2 "	Gentlemen Volrs	1 "
Captain's Clerks		Boys under 16 years	½ "



MODEL OF AN AMERICAN PRIVATEER SNOW, PERIOD OF THE
AMERICAN REVOLUTION

From the original in the Marine Room of the Peabody Museum, Salem, Mass.

9. Should any officer or any of the Company be sent in a Prize & have the misfortune to be taken by the Enemy & kept Prisoner during the Remainder of the Cruize, such Person shall be intitled to a share notwithstanding in all the Prizes that may be taken by said Vessel during the Remainder of the Cruize, in the same manner as if they were actually on Board at the taking of such Prizes, provided he or they obtain their Liberty before the end of the Cruize he or they shall use their best endeavours to join said Vessel, by any method pointed out by the Owners or Agents, on Failure of which, he or they shall forfeit their Prize Money for the Benefit of the Owners and Ship's Company

10. That the Captain shall have full Power to displace any Officer that may be found unfit for his Post.

11. That the Captain, with his Principal Officers, shall have full power to appoint an Agent for the Ship's Company.

12. That in the Division of the Dead Shares, the Captain, Lieutenants, Master, Surgeon, and Officer of Marines shall not be intitled to any Part thereof.

[Attached to the printed Articles of Agreement.]

<i>Men's Names</i>	<i>Stations</i>	<i>Men's Names</i>	<i>Stations</i>
1 Samuel Smedley	Captain	31 William Wheeler	Volunteer
2 William Reed	1st Lieut.	32 Isaac Williams	do
3 Robert McKown	Master	33 Allen Nichol	do
4 D. Tauzin	Surgeon	34 Richard Rosser	do
5 James Dublanc	Officer Marines	35 Samuel Seabury	do
6 Michael Pepper	Masters Mate	36 Hiel Silsby	do
7 Ephraim Hernick	Steward	37 John Cottney	do
8 James Fry	Gunner	38 Daniel Rockwell	do
9 Ebenr. Hyde	Armourer	39 Jason Burges	do
10 Frederick Elderkin	Carpenter	40 Asa Geer	do
11 John Harrison	Volunteer	41 John Mawon	do
12 Abner Doubleday	do	42 Henry Walton	do
13 John Blagget	do	43 William Thorp	do
14 Rogers Smith	do	44 Daniel Hampsted	do
15 Jacob Hovey	do	45 Jacob Averill	do
16 Nathan Hovey	do	46 John Dyer	do
17 Jeremiah Boynton	do	47 John Marseille x mark is	do
18 Nathaniel Fellows	do	his	
19 Asa Richardson	do	48 Adam x Love	do
20 William Scranton	do	mark	
21 Jonathan Belcher	do	his	

<i>Men's Names</i>	<i>Stations</i>	<i>Men's Names</i>	<i>Stations</i>
22 John Wasson	do	50 John x Morgan	do
23 Woodbury Starkweather	do	mark	
24 Jonathan Orms	Volunteer	51 Adam x Coatney	do
25 Jeddiah Richardson	do	52 Thomse Hiscox	Boatswain
26 Ebenezer Bartram	do	53 Job Anthony	Volunteer
27 Silvanus Smalley	Boy	his	
28 Turner Harding	Volunteer	54 Daniel x Smith	do
29 Samuel Sturges	Masters Mate	mark	
30 Peter Bosson	Gunners Mate	49 Frederick Curtiss	do

[Copied from a page of the original signatures of the Hibernia's Crew, which was attached to a printed form of the Articles.]

Public Record Office.
London.

Adm. Muster B^k. Ser. 1, 8030.
H. M. S. Hussar.

Prisoners borne at Two thirds Allowance.
Hibernia Rebel Privateer.

Appear-

Year	ance	Sam ^l Smedley	D 29 Oct 1780	Charon	prison
1780	26 Oct.	Rob ^t McKowan			
		Mich ^l Pepper			
		James Dubloin			
		Dom ^k Tauzin			
		James Fry			
		Ebenezer Hyde			
		Fred ^c Elderkin			
		Thomas Hisore			
		Eph ^m Hernick			
		Peter Bissoin	D 29 Oct. 1780	Charon	
		Will ^m Wheeler	" "	"	
		Isaac Williams			
		Turner Harding			
		Will ^m Thorp	D	"	"
		Ebenezer Bartram			
		Adam Love			
		John Bladget	D	"	"
		John Harrison	"	"	"
		Samuel Sebra			
		Abner Doubleday			
		Daniel Rockwell			

Esau Richardson	D 29 Oct. 1780	Charon
John Coatney		
Abner Coatney		
Fred Curtis		
Esau Gerti		
Jacob Havey		
W ^m Scranton		
Jason Bonzes	D 29 Oct. 1780	
Jere ^h Boyton		
Roger Smith		
Jonathan Ornes		
Silvanus Smalley		
Dan ^l Hempsted		
Dan ^l Smith		
Jona ⁿ Belcher		
Henry Walton		
Wodby Starkweather		
Nat ^l Fellows	D 29 Oct. 1780	Charon
Sam ^l Sturges		
Rich ^d Rosser		
Nathan Havey	D 29 Oct. 1780	Charon

C. M. Pole Captain. John Halsey Purser.

HORNET, Schooner.

Sylvester Pendleton of Stonington, commander; commissioned May 1, 1779. 4 guns and 15 men. Bonded for \$5,000 by Sylvester Pendleton and Acors Sheffield of Stonington and John Alden of Lebanon. Owned by John Newman & Co., and witnessed by David Mumford. (Vol. 8, p. 7, 196 Cont. Cong.) This vessel, prior to the above commission, captured a French snow called *Barron Dozer* in 1778, with a valuable cargo of goods, the value of which was refunded to Monsieur Holker the French consul. The cargo, being much needed by the State, was delivered to Major Ledyard at Groton. (Vote: Gov. & Council, Dec. 18, 1778.)

HORNET, Boat.

Charles Jenks, commander, according to Court records captured the British victuallers, sloop *Defiance*, Christopher Allen late master, sloop *Adventure*, John Dow late master, and sloop *Dispatch*, William Hingston late master, on Long Island Sound in May, 1779, in company with Capt. Israel Stoddard of the *Prudence*.

HOPE, Schooner.

John Smith 3d, commander, duly commissioned by Governor Trumbull, captured the British sloop victualler *Rover*, 35 tons, Perez Gilbert late master, July 27, 1778, per libel filed Sept. 28, 1778, for the action of the Hartford County Maritime Court and for which favorable decree was granted.

HOPE, Armed Boat.

Samuel Smith of Southington, commander of the armed boat *Hope*, captured and brought into Hartford County Court the libel against a British vessel with illicit goods and merchandise being imported from Long Island.

HUMBIRD, Schooner.

Israel Lewis of Stonington, commander; commissioned Aug. 11, 1777. Armed victualler with 2 guns and 10 men. Bonded for \$5,000 by Israel Lewis, John Rathburn Jr. and John Herttell, and owned by John Rathburn Jr. of Stonington. No other record.

HUMBIRD, Schooner.

Daniel Griffing of New Haven, commander; commissioned Aug. 11, 1778. An armed victualler, 3 guns and 7 men. Bonded for \$5,000 by Daniel Griffing and Ebenezer Dayton,

and owned by Augustus Peck & Co., all of New Haven. No other record.

HUMBIRD, Schooner.

Oliver Goodrich of Wethersfield, commander; commissioned Oct. 21, 1781. 4 guns and 20 men. Bond, \$5,000. Bonders, Oliver Goodrich, John Wright and John Bulkley Jr., all of Wethersfield, and owned by them. Wrecked, in 1786, at St. Eustasia.

HUMBIRD, Boat.

Captain Jared Robinson of New Haven, commander; commissioned by Gov. Trumbull, July 4, 1781, to cruise on the high seas as a privateer; captured on the south side of Long Island the British schooner *Four Sisters*, with a cargo of supplies for the British army, and brought her into New Haven for libel. After appeal, decree was granted libellant, August, 1781. Papers on file New Haven County Court.

HUNTER, Sloop.

Asa Daniels appears as master of this vessel, which was commissioned Nov. 7, 1778, by the owners Ithamar Pelton and others of Chatham and bonded for \$5,000. Captain Daniels is recorded in the participation of the capture of the British brig *Peter*, with the *Beaver*, on June 29, 1779. The sloop *Hunter* was an armed victualler.

HUNTER, Ship.

Nathan Sage of Middletown, commander; commissioned Feb. 7, 1781. Mounted 18 carriage guns and had a crew of 100 men. Bonded for \$20,000, by Nathan Sage of Middleton, James Church and Charles Caldwell of Hartford. Owned by

John Welles & Co. Bond was witnessed by Samuel Forbes and Mary Caldwell. While cruising in the spring of 1781, Captain Sage had a spirited engagement in Lat. 26° N. with the British brig *Resolution* of 100 tons burthen and cargo of rice and turpentine, from Charleston, S. C. to the West Indies, and captured her, bringing her into New London, June 1, 1781, for libel, and favorable decree granted.

In August, 1781, she also took the British privateer sloop *Hibernia*, 10 guns, John Deuney late master, from New York. This was the second time this privateer *Hibernia* had been captured. She had been taken about a year previous and refitted at Norwich, sold to Howland & Coit and sent out in October, 1780, under command of Captain Smedley, and retaken by the frigate *Hussar*, returned to her original owners, the Goodrich brothers, famous British privateering shipmasters, and again sent out cruising, when taken by Capt. Timothy Sage, who appears to have commanded the *Hunter* on her second voyage. Timothy Sage was commissioned July 3, 1781, for this cruise, and her ownership changed to Amasa Learned & Co., under bond of similar amount.

On April 18, 1782, the *Hunter* having returned from a second successful voyage, was sold to Smith, Talcott, King & Co. of Middletown, and a new commission given to Capt. John Smith for another voyage. The bonders were John Smith, Matthew Talcott and Joseph King. The witnesses to this last bond of \$20,000 were Hon. Jabez Hamlin and Samuel W. Dana. (Vol. 8, p. 23, 196 Cont. Cong.) No further Connecticut records have been found of her activities on this last expedition.

INDEPENDENCE, Schooner.

Gurdon Burnham of Hartford, duly commissioned by Gov. Trumbull as commander of this vessel in 1779, participated in the capture of the British sloop *Sally*, 50 tons burthen, Eliakim Jones late master, on June 4, 1779, in company with Capt. Moses Butler of the schooner *Arnold*. A cargo of lumber, wool, coffee, &c., was also taken, as shown by Maritime

Court papers filed in Hartford County, where libel proceedings favored the captors.

This vessel was originally commanded by Capt. Josiah Coombs of Wethersfield, and mounted 4 guns. Her crew was composed of 15 men. Captain Coombs' commission dated Jan. 10, 1778. The bonders were Josiah Coombs, Samuel Boardman and Moses Andrews, all of Wethersfield, and the schooner was owned by Samuel Boardman & Co. (Vol. 8, p. 36, 196 Cont. Cong.)

She took six prizes in 1778, and Moses Andrews was agent for the owners. Among the recipients of the prize money were Joseph Coombs, Elihu Phelps, Joseph Crane and James Shaw. [(See *Boardman Papers*.)]

INDUSTRY, Sloop.

Jonathan Salisbury of Chatham, commander; commissioned Oct. 10, 1778. 2 guns and 14 men. Bond, \$5,000. Bonders were Jonathan Salisbury, Silas Dunham and Jeremiah Bradford, all of Chatham. Owned by Ithamar Pelton & Co. of Chatham.

Captain Salisbury is recorded in New London County Court as assisting in the capture of the British brig *Venus*, Samuel Duan late master, in October, 1778. Court proceedings granting favorable decree to captors, were held Nov. 25, 1778.

INDUSTRY, Sloop.

Joshua Griffith of Guilford, commander; commissioned Oct. 21, 1779. 4 guns, crew of 8 men. Bonded for \$5,000 by Joshua Griffith, Gustavus Erkelens and Samuel Taylor. Owned by Gustavus Erkelens & Co. (Vol. 8, p. 45, 196 Cont. Cong.)

With this privateer sloop, Captain Griffith is recorded as taking the British victualler sloop *Fanny*, March 28, 1782.

On March 20, 1777, Captain Griffith received a commission from Gov. Trumbull to cruise in the Sound. (Records of Governor and Council of Safety.) In May, 1777, he captured the brig *Brittany*; also the schooner *Hope*, with their cargoes,

and in company with Capt. David Brooks, and as master, drew three shares. In the same year he commanded the sloop *Chatham*, of 6 guns and 15 men, and as master drew four shares.

JASON, Brigantine.

Samuel Stillman of Wethersfield, commander; commissioned Nov. 27, 1780. 10 guns and 25 men. Bonded for \$20,000, by Samuel Stillman, Justus Riley and John Wright of Wethersfield, and owned by John Wright & Co. Captain Stillman, while armed, was on West India service for the State until the following summer, when Captain Moses Tryon took command. Under the same ownership Captain Tryon continued in the West India trade, and was commissioned as master of the *Jason*, June 2, 1781, under similar bond and bonders. He is recorded as arriving in New London Wednesday, July 31, 1782, 18 days from St. Croix. In Lat. 33° N. he was chased for an entire day by a British ship, but had the good fortune to get away safely. No record of captures appears.

JAY, Brigantine.

William Havens of New London, commander; commissioned Feb. 1, 1781. 12 guns and 70 men. Bonded for \$20,000 by William Havens of New London, Jonathan Trumbull Jr. and Amasa Jones. Owned by Samuel Broome & Co.

Captain Havens is credited with the capture of the British brig *Success*, June 22, 1781, bound from Lisbon to Newfoundland with a cargo of salt; also on July 9, 1781, a sloop with a cargo of fuel taken between Block Island and Montauk, and bound for New York. In the same month he captured the British brigantine *Margaret and Mary*, John Blake late master, bound from Waterford, Ireland to New York, and brought her into New London for libel. (N. L. Court, Aug. 31, 1781.)

Before her next cruise the *Jay* was sold to Thomas Mumford of New London, who increased her battery to 14 guns and

her crew to 80 men, and placed her under the command of the same Capt. William Havens, who was commissioned again Sept. 6, 1781, the very day the British landed and burnt New London. As nothing further appears concerning this brigantine, it is quite possible she was among those vessels which were burned by Arnold's men.

JAY, Armed Boat.

Isaac Jones of Stamford, commander; commissioned May 30, 1782. One gun and 10 men. Bonded for \$20,000, with the *Hawk* and *Viper*, by Isaac Jones, John Davenport and Samuel Lockwood, and owned by Isaac Jones. (See *Jay*.) (Vol. 8, p. 85, 196 Cont. Cong.)

JENNY, Armed Boat.

Daniel Hale of East Haddam, commander, duly commissioned by Gov. Trumbull, is recorded in the Hartford County Maritime Court as having captured the British victualler sloop *Little William*, 80 tons burthen, bound to New York with a cargo of provisions for the British garrison, in November, 1780, as shown by various depositions and other papers on file. Decree granted favoring the captor. This Tory sloop was owned by one A. Camp of New York, as shown by the following interesting Directions to his agent at Lloyd's Neck, L. I., which is quite indicative that the Connecticut privateers were much in evidence and much to be feared:

Mr. Jacob Cornwell's Directions.

"To Mr. Jacob Cornwell, Sir—The small Cargo of goods put on board the *Little William* to your care as per invoices inclosed, you are to dispose of to the best advantage at Lloyd's Neck or Huntington. If Cabel's wood is gone, you must send Mr. Whitmore (evidently the captain) to Setauket and load her with nut wood but if you cant get the wood immediately, take a load of freight from the Refugees and send her back and get a load ready for the next trip. If the Guard ship

comes away before the sloop is loaded, hire men to watch at night if the wind is southerly lest the Rebels cut her out. Send me some good cider if to be got, and get me two or three bushels of bran and as much Indian corn, but dont delay time. The sloop must be sent back quick. Perhaps I may charter to follow the fleet, if back on time. This from your friend
A. Camp."

"N. B. Don't trust out any goods except to such as you know will pay soon."

New York, Oct. 31^t, 1780.

To Mr. Jacob Cornwell.

JOHN, Armed Boat.

Benjamin Conkling of Lyme, commander; commissioned May 8, 1779. One gun and crew of six men. Bonded for \$5,000 by Benjamin Conkling, J. Mather and Edward Rowland of Lyme, and owned by the Town of Lyme, to be used as a guard boat and coast patrol. No captures recorded. (Vol. 8, p. 93, 196 Cont. Cong.)

JOHN, Galley.

Peter Brown, Jr., of New London, commander; commissioned April 9, 1782. One gun, crew 35 men. Bonded for \$20,000, by Peter Brown, Jr., John Deshon and John Hertell. Owned by Capt. John Deshon & Co.

On the 29th of April, 1782, on first cruise Captain Brown fell in with and captured the Tory schooner *Nancy*, Thomas Hicks late master, laden with lumber from Nova Scotia. Said schooner *Nancy* was covered with a double set of papers, British and American, which form a very interesting case as brought before the New London County Maritime Court, where the libel was taken and decree granted favorable to the captor.

On May 3, 1782, Captain Brown took another sloop between Fishers and Long Island, 70 tons burthen, laden with lumber,

abandoned and in distress, the property of the British, and brought her into New London for libel.

Zebulon Chesebrough was prize-master for this galley, as shown by depositions.

On July 30, 1782, this galley was re-commissioned by her owners, John Deshon & Co., and command transferred to Jonathan Alden of Lebanon, who had hitherto served in the Colony ship *Defence* as an able officer under Captain Smedley. The *John* now had a battery of 4 guns and a crew of 25 men, and was bonded in addition to her commander by Jabez Perkins and Jeremiah Halsey. On the 15th of August, 1782, while on cruise, Captain Alden captured the schooner *Adventure*, Peter Collas late master, with British goods, bound from New York to Sag Harbor according to clearance papers destroyed by said Collas, shown by evidence. The *Adventure* had registration papers issued by the Commonwealth of Massachusetts and dated at Marblehead June 25, 1782, was about 20 tons burthen, and was built at North River in 1777. Collas was a resident of Cambridge and was carrying on illicit trade with the enemy. Aborn Thornton was the prize-master for the *John*. The vessel and cargo was declared in Court as lawful prize.

JULIUS CAESAR, Sloop.

Amos Hubbell of Stratford, commander, is recorded in the records of the Fairfield County Maritime Court as having captured the British privateer sloop *Three Brothers*, Cornwall late master, 11 guns, 4 swivels, 25 small arms, on Feb. 20, 1783, and decree granted captors.

The following report of Col. Tallmadge to General Washington, dated Greenfield Hill, Connecticut, Feb. 21, 1783, on file with the papers of the Continental Congress, 152-11-87, confirms this capture as follows:

"One of the latest naval exploits of the Revolutionary War was the capture of the British privateer *Three Brothers*, commanded by Captain Johnstone (?), mounting eleven carriage guns, four swivels, and twenty-five small arms, and navigated by twenty-one men. This vessel was cruising in Long Island Sound on Feb. 20, 1783, and was discovered near Stratford

Point. About 2 o'clock in the afternoon troops were embarked in a fast sailing vessel prepared for this emergency and commanded by Captain Hubbell. At 4 o'clock they fell in with the *Three Brothers*, received a broadside from her, followed by her swivels and musketry (our troops being concealed) until both vessels met, when the troops arose, gave the enemy one discharge of musketry, and then boarded the *Three Brothers* with fixed bayonets. The captain of the privateer was killed and three or four of his crew were wounded, two of them mortally. While Captain Hubbell's vessel was much damaged in hull, spars and rigging, not a man on board was killed or wounded. The American detachment from the army for this exploit consisted of forty men commanded by Captain Brewster."

The following "song" was found with the libel papers of the British privateer sloop *Three Brothers*, taken by Captain Amos Hubbell, Feb. 20, 1783, off Stratford Point:

In Merry Scotland there lived three brothers,
In Merry Scotland there lived brothers three,
And each of the brothers cast lots with the others
Who should go robber all on the salt sea.

The lot fell out on Henry Martin
The youngest one of those three,
That he should go robber all on the salt sea,
For to maintain his two brothers and he.

They hadn't sail'd past a long winter's night,
Past a long winter's night before day,
Before a large and lofty tall ship
Came sailing down under their lea.

We hail'd, we hail'd this lofty tall ship,
"What makes you come sailing so nigh?"
"I'm a rich merchant ship from Old England bound,
Sir, will you please let me pass by?"

"No, no, kind sir," said Henry Martin,
"That must never be for me,
For I'm a Scotch robber all on the salt sea
To maintain my two brothers and me.

"Come low", come low" your topsails now,
 And draw your ship under our lee,
 For it's all your rich cargo we'll take away,
 Your fair bodies I'll heave in the sea."

So after they had plundered the ship,
 They bored holes in her bottom three;
 In the water came pouring so fresh and so free,
 Then down to the bottom went she.

Bad news, bad news for our king came,
 Bad news of a sorrowful sound;
 For all our rich goods were taken away,
 And most of our mariners drown'd.

JOHN, Galley.

On Feb. 1, 1783, George House, commander, fell in with and captured the British sloop *Little Dick*, Dey commander, with a cargo of British merchandise to the value of about £10,000. This galley *John* was owned by Samuel Broome of Boston, but was a Connecticut vessel, mounting one large gun and several swivels, and had a crew of 30 men. The prize was brought into New London and libel awarded claimants.

JOHN MICHAEL, Sloop.

George Church of Hartford, commander; commissioned July 12, 1781. 8 guns, crew 20. Bonded for \$20,000 by Captain Church, John Caldwell and John Porter, and owned by Jeremiah Platt & Co. of Hartford.

This vessel was evidently an armed West India trader and engaged in purchasing gunpowder and supplies for the Continental army. On April 23, 1781, she arrived in New London, 40 days from Guadaloupe without incident.

JOLLY ROBIN, Schooner.

Isaac Sheffield, Jr., of Stonington, commander; commissioned July 2, 1782. Four guns, crew 25. Bonded for \$20,000

by Isaac Sheffield, Jr., Jabez Perkins and John Alden. Owned by Jonathan Waldron & Co. A 20 ton schooner.

On Aug. 16, 1782, she captured the British sloop *Washington*, Wm. Woodward or John Norris, master; prize taken between Fishers Island and the main. Decree awarded.

On Sept. 10th, 1782, he took a flag of truce bound from New York to Newport, with 6 or 7 prisoners, some British goods and some cash on board, and received a favorable decree for cargo.

KATY, Schooner.

Capt. Moses Tryon is mentioned as having been taken by a British privateer from Jamaica on Nov. 9, 1780. (Conn. Gazette.)

KINGFISHER, Armed Boat.

Jedediah Andrews of New Haven, commander, duly commissioned by Jonathan Trumbull to prey against the enemy as a privateer, captured the 60 ton British sloop *Elsy*, of 2 guns, on the south side of Long Island on May 20, 1781, with a cargo of masts, spars, etc., for the British at New York, and brought his prize into New Haven for libel, where he was awarded decree July 1, 1781, according to papers on file.

LADY GREEN, Brigantine.

This privateer was owned by Thomas Phillips, Lamberton Cooper and Joseph Smith, all of Middletown. The *Lady Green* was a brigantine of 110 tons burthen, mounting 14 carriage guns, and had a crew of 80 men, and hailed from Middletown. On the 22nd of December, 1781, she captured the British brig *Unity* off Montauk Point. The *Unity* was commanded by John Brown, master, was about 60 tons burthen, mounted 4 carriage guns and had a crew of 8 men. She was laden with rum and came from Jamaica bound to New York, being the property of British subjects. She was brought into New London,

libeled, and decree passed in favor of owners, Feb. 6, 1782. Capt. Joseph Smith of the *Lady Green* was also master of the privateer *Daphne* in July, 1779; and of the *Chatham* in January, 1781.

The brig *Unity's* register is dated Nov. 29, 1781, by the British Admiralty office in Jamaica and is a printed document, as is also her clearance paper, which contains the members of her crew. Among her papers captured by the *Lady Green*, is a Permit to leave the Port and District of New York, signed Sept. 26, 1781, to clear for Jamaica, by Commodore Edmund Affleck, commanding officer of the Port of New York, attested by Charles Arnold. (Maritime Court papers, N. L. County.)

Elihu Cotton was evidently Lieutenant of the *Lady Green*, as evidenced by his deposition on file stating that he was prize-master of the brigantine whereof Joseph Smith is commander, that they sailed from New London Dec. 21, 1781, on a cruise, and about south of *Montauge Point*, on the 22 of Dec. 1781, they fell in with and took the *Unity* and brought her into New London Dec. 30, 1781, and lodged her papers with the Register of the Maritime Court.

The depositions of James Baxter and John Cayton, who were taken in the *Unity*, also form part of the interesting testimony and evidence, both of whom were subjects of the United States, previously captured by the British and impressed.

Note: *The record of this privateer does not appear in the Records of the Continental Congress.*

LADY TRUMBULL, Sloop.

Eliphalet Buddington of Groton, commander of this privateer, took part in the capture of the British brig *Thomas & William*, June 29, 1779, in company with the *Beaver*, Captain Havens.

LE DESPENCER, Brigantine.

Nathaniel Saltonstall of New London, commander; commissioned May 26, 1780. 16 guns, crew 100. Bonded for \$4,000. Bonded by Capt. Saltonstall, Thomas Shaw and Simon Wolcott. Owned by Nathaniel Shaw of New London. (Vol. 3, p. 93, 196 Cont. Cong.) Prior to this commission a brig was commanded by Capt. Michael Melally bearing this name, but it was a different vessel, as evidence appears that Capt. Melally was captured with the brig *LeDespencer* by a British frigate and carried into New York under date of March 22, 1780. And prior to this loss, the brig *Le Despencer* is mentioned as capturing, on Friday, Nov. 24, 1779, a British flag of truce from New York to Nantucket loaded with British merchandise and refugees, which he sent into Newport. He also captured a sloop from Georgia with 28 English officers and servants, commanded by a Lieutenant of the *Rose* frigate.

Two prizes are credited to this vessel under the command of Capt. Saltonstall in December, 1780, and on April 7, 1781, Capt. Saltonstall sent into New London the British ship *Polly*, Jonathan Simson late master, from Cork to New York, with a cargo of provisions.

LASH, Sloop.

Thomas Newson of Wethersfield is recorded as being the commander of this privateer of 10 guns and 15 men, but no mention has been found of his exploits or captures.

LEE, Schooner.

James Hopkins of Hartford, commander; commissioned May 25, 1780. 10 guns, 14 men. Bonded for \$5,000 by Captain Hopkins, John Welles and Charles Caldwell of Hartford, and owned by Adams & Dexter of Boston. Witnessed by Hezekiah Fitch and Jonathan Trumbull, Jr. No other records. (Vol. 9, p. 45, 196 Cont. Cong.)



TWO FORMS OF "DAVIS" QUADRANT.

From the Originals in the Collection of the Peabody Museum, Salem,
Massachusetts.

LIBERTY, Sloop.

Edward Howell, commander of this privateer, is recorded as being a participant in the capture of the British privateer sloop *Macaroni*, 45 tons, Cornelius White late master, on Feb. 16, 1779. No other record.

LION, Galley.

Aaron Meech of New London, commander; commissioned Nov. 1, 1782. Two guns, crew 28 men. Bonded for \$20,000, by Aaron Meech, John Foster of East Haddam and John Alden of Lebanon. Owned by John Foster & Co., East Haddam. Witnessed by John Porter, clerk of the Council of Safety, and David Trumbull. (Vol 9, p. 66, 196 Cont. Cong.) No other record.

LITTLE JOE, Schooner.

Giles Latham of Groton, commander, was captured by the British privateer *Lucy*, Feb. 15, 1780, and carried into Halifax for libel. Captain Latham and his people were set at liberty. The *Little Joe* was frozen in the ice to the eastward when taken. (Conn. Gaz., March 29, 1780.)

LIVELY, Sloop.

Edward Latham of Groton, commander; commissioned March 27, 1781. 14 guns, crew 70. Bonded for \$20,000, by Edward Latham of Groton, John Chenevard and James Church of Hartford. Owned by Thomas Mumford & Co.

On April 15, 1781, Captain Latham captured the British schooner *Seaflower* with 2000 bushels of salt and 20 hhds. of tobacco. The *Seaflower* sailed for Quebec from New York, April 8, 1781.

On April 23, 1781, he also captured two British brigs: one was the *Bermuda*, from Jamaica to New York, and the other was the *Admiral Rodney* (formerly the American brig *General*

Gates of Boston, 10 guns), and both with cargoes of rum. The *Rodney* made considerable resistance, in consequence of which three members of her crew were killed.

The *Lively* was lost to the enemy off Montauk Point, July 8, 1781.

LUCY, Sloop.

Thomas Sellew of Wethersfield, commander; commissioned Dec. 2, 1777. 4 guns, crew 20 men. Bonded for \$5,000 by Thomas Sellers, Wm. Griswold and Josiah Grimes, Jr., of Wethersfield. Owner, Joseph Bulkley, Wethersfield.

On Dec. 12, 1777, Captain Sellew captured the Tory schooner *Tryall*, 35 tons, Adam Darling late master. The *Tryall's* papers include a pass from New York to Long Island for fuel and forage, and other permits signed by British officers. (Hfd. County Maritime Court records.)

On Dec. 15, 1777, he took the British sloop *Elizabeth*, 30 tons, John Noorstrant late master, while on the way to New York with fuel and cider for the British army. Decree granted captor March 31, 1778.

In the Maritime Court of New Haven County, Captain Sellew is recorded as having received favorable decree March 14, 1778, for the capture and libel of the British sloop *Dove*, 25 tons, taken in Cold Spring Harbor, L. I.

On June 15, 1779, while cruising in company with the *Success*, Capt. Simon Tyler, and the *Haddam*, Capt. Samuel Shaylor, she fell in with and captured the British schooner *York*, 30 tons, Gilbert Conklin late master, and the Tory sloop *Tryon*, 40 tons, Isaac Robinson late master, as shown by registry papers, passes, etc., on file with Hartford County Court records dated June 24, 1779. Both of these vessels were taken in the Connecticut River. Records also appear that the *Lucy* was finally lost to H. M. S. *Mars* in 1779.

LYDIA, Sloop.

Joseph Williams of Norwich, commander; commissioned Nov. 10, 1777. 4 guns, crew 15 men. Bonded for \$5,000 by

Joseph Williams, Jacob DeWitt of Norwich, and John Alden of Lebanon. Owned by Jos. Williams & Co. No records have been found of Captain Williams taking prizes with this sloop. It does appear, however, that Capt. Jabez Lord of Norwich took command in 1778, for while on cruise in August with the French fleet from Newport, he captured a British sloop bound to New York with despatches. The *Polly*, Capt. Eliphalet Roberts, was also in company and assisted in taking the prize on Aug. 13, 1778, which was sent into Norwich and libeled. The prisoners included the famous pilot Collard and 9 men, who were sent to Norwich gaol. Captain *Collard* was master of H. M. S. *Swan*.

The following letter from Governor Trumbull to Sheriff Wetmore of Norwich is given as evidence of this important capture:

"State of Connecticut

By the Governor.

"To Prosper Wetmore Esq^r, Sheriff of the County of New London, *Greeting*:

"It is reported to me by M^r Jacob De Witt of Norwich, one of the owners of the privateer Sloop *Lydia*, that Cap^t Jabez Lord, commander of the same hath captured an enemy's sloop on board which he hath taken prisoners one Captain and 9 men, which he prays may be taken into custody. You are hereby directed to receive and keep in safe custody the s^d prisoners. You may take the parole of the Captain to abide within such short limits as you may judge proper and safe. You will give notice by some convenient opportunity to Ezekiel Williams Esq^r Commissary of Prisoners, and observe such orders as he shall give concerning these prisoners.

"Given at Lebanon the 19th day of Aug^t, A. D. 1778.

JONth TRUMBULL."

On October 5, 1778, Captain Lord captured the sloop *York* with cargo, as shown by Maritime Court records. Decree granted favorable to captors.

LYON, Sloop.

Timothy Shaler of Middletown, commander; commissioned Nov. 27, 1776. 10 guns, crew 80 men. Bond not stated. Bonders, Timothy Shaler, Titus Hosmer and Nathaniel Brown, all of Middletown. Owned by Humphrey Lyon & Co. of East Haddam. Witnessed by Jabez Hamlin and Jedediah Strong.

In January, 1777, the *Lyon* while on cruise captured the British brigantine *Elizabeth*, Wm. Garnett late master, while on passage from Liverpool to Antigua in Lat. 17°:14' N. and Long. 36°:30' West. She chased her prize 3 hours and fired two broadsides and 3 guns before the brig struck, and after she struck the *Lyon's* people went on board and took out 8 people and 2 gentlemen passengers, and left an old man, a boy, and the *Elizabeth's* mate Thomas Perry on board the brig, and put on board a prize master and seven hands and steered for Egg Harbor, N. J., near Philadelphia. But on the 23rd of February, while in Lat. 30°, Long. 61° W., the brig fell in with H. M. S. *Milford*, Captain Barkley, who retook the brig Feb. 24, 1777, and sent her into Halifax, N. S. Before the brig was retaken, however, the *Lyon's* people plundered her of many valuable articles. The brig's papers Nos. 1 to 10, were all the papers left on board by the *Lyon's* people. (Halifax Vice Admiralty Court papers.)

No other record of captures appears. The *Lyon* was reported as taken by the enemy shortly afterwards.

LYON, Galley.

Robert Craig of East Haddam, commander; commissioned Oct. 14, 1782. Two guns, crew 30 men. Bonded for \$20,000 by Robert Craig, Amasa Jones and John Foster. Owned by John Foster & Co., of East Haddam. No other record. (Vol. 9, p. 103, 196 Cont. Cong.)

MARIA, Sloop.

Hezekiah Perkins of Norwich, commander; commissioned Dec. 1, 1778. 8 guns, crew 30. Bonded for \$5,000 by Heze-

kiah Perkins, Joseph Howland and Thomas Coit. Owned by Howland & Coit of Norwich. Captain Perkins was one of the earliest cruisers of the war. He made a successful voyage to Holland and France in the *Maria*.

The next year she was recommissioned June 12, 1779, Capt. Jabez Lord in command, with a crew of 25 men, under same ownership, and made a successful trading voyage to the West Indies, but on the next cruise was taken by the enemy and carried into Bermuda (June, 1780).

MARQUIS DE LAFAYETTE, Brigantine.

Peter Richards of Norwich, commander; commissioned Feb. 7, 1781. 16 guns, 120 men. Bonded for \$20,000 by Peter Richards and Jabez Perkins of Norwich and James Church of Hartford. Owned by Andrew Perkins & Co. Witnessed by Thomas Seymour and Humphrey Crary.

On March 11th, 1781, Captain Richards captured the British brigantine *Fortune*, which vessel however appears to have been recaptured. George Sutter, part owner and supercargo of the *Fortune*, commanded by Thomas Blanche master, deposed in the Halifax Vice Admiralty Court that, "while on his passage from New York to Newfoundland, being off Block Island on the 11th of March, they fell in with the privateer *Marquis de Lafayette* about 10 o'clock at night, which chased them all night, and at 8 o'clock next morning the privateer came up with the brig and took her; that the privateer's people took out sundry sails and stores per account now filed; that after shifting hands and putting a prize-master on board, they steered for New London; that on the 16th of March they fell in with the schooner *Success*, one Bennett Ireloan, commander, a privateer bound from Halifax to New York, who chased the Brig the whole day, when they came up with and re-took the brig and sent her into this port (Halifax), where she now is; that the master and the papers belonging to the brig were taken on board the privateer."

Elias Swan, seaman on board the *Marquis de Lafayette*, being duly sworn deposed that "the said privateer was fitted out at New London; that when they had been three days out

they captured the brig *Fortune*, Thos. Blanche master, and were carrying her into New London when retaken."

Captain Richards also captured, on May 14, 1781, the sloop *British Grenadier*, Thomas Cheney master, with cargo of rum. He also took a ship laden with naval stores bound for Quebec.

On June 13, 1781, the *Lafayette* was recommissioned under the command of Capt. Elisha Hinman. The vessel had been sold to Thomas Mumford & Co., under a new bond. The bonders were Captain Hinman, Peter Colt and Thomas Mumford.

Under Captain Hinman, this privateer is recorded as having taken the British brig *Dispatch*, John Scott late master, in July, 1781, in company with Capt. Nathan Sage of the *Hunter*.

Subsequently, she made a voyage to the West Indies in October, 1782, another to Virginia, and thence to Amsterdam in February, 1783, per log books for some time in possession of Mr. J. Deming Perkins of Litchfield (deceased). She went out of commission at New London, Aug. 13, 1783. Thomas Edgar was 1st mate, Richard Law, 2d mate, Wm. McNeill, gunner.

CAPTAIN ELISHA HINMAN.

Captain Elisha Hinman, born March 9, and baptized March 10, 1732, was son of Capt. Andrew Hinman of Woodbury, Conn. He was a seaman by profession, of an accomplished character. He settled in New London in early life, where he married, lived and died. At the beginning of the American Revolution he was placed in command of the Continental ship of war *Alfred*, which sailed out of New London against the British. In 1776 he took an armed brig of 200 tons, laden with rum, sugar, &c., bound to Scotland, and brought her into New London. In October, 1777, a prize ship laden with sugar, cotton, &c., worth £60,000, was taken by the *Alfred*. He captured and sent two prizes into France and sold them for the benefit of the States in 1778. In January, 1776, he had been in command of the armed brig *Cabot*, which took numerous prizes. He was a veteran of the sea before the Revolution. On his voyage from France, when in command

of the *Alfred*, he was unfortunately compelled to strike to the *Ariadne* and *Ceres*, March 9, 1778. Being carried a prisoner to England, after a short confinement he found friends who aided his escape to France, from whence he returned home and engaged for a time in private adventures.

In 1779 he went out in the privateer sloop *Hancock*, owned by Thomas Mumford, and had a run of brilliant successes. In 1780 he took command of the privateer ship *Deane*. Peter Richards, Charles Bulkeley and John Welsh, Lieutenants of Captain Hirman in the *Alfred*, were also taken prisoners and confined in Fortun Prison near Portsmouth, England, for several months. They also escaped by digging, and returned to France and thence back to New London in the spring of 1779. The successful privateering of 1779 added another laurel to the fame of Captain Hinman, by taking the *Lady Erskine* of ten guns within sight of New London harbor by the *Hancock* and *Beaver*, Captains Hinman and Havens, by cutting her off from a British fleet of 21 sails. The *Connecticut Gazette* of June 3, 1779, advertised to be sold on the 8th of June, five different prizes he had taken. In the third volume of John Adams's works, p. 200, he speaks of Captain Hinman while in France. In 1781, he commanded the privateer brig *Marquis de Lafayette*, and captured the British brig *Dispatch*. A court martial was holden, which fully acquitted Captain Hinman with honor, when commander of the *Alfred*. He was one of the fortunate naval officers who gained laurels and many valuable prizes for the country by skill and bravery during the Revolution, in that unequal contest at sea.

He married Abigail Dolebar, daughter of George Dolebar Esq., of New London, March 1, 1777. On the day of his wedding the officers of the ship *Oliver Cromwell* ordered a complimentary salute fired from that ship. His marriage was noticed in the newspapers of the day as follows: "Married at New London by the Rev. Mr. Jewett, Elisha Hinman, Esq^r, commander of the *Alfred* frigate, in the service of the United States, to Miss Abigail Dolebar, daughter of George Dolebar, Esq^r, of that place, an accomplished young lady of fortune." (Town's Evening Post, April 8, 1777, Philadelphia.) Captain

Hinman died Aug. 29, 1805, aged 73. His wife died Dec. 30, 1816, aged 73. Their children were:

Mary Sherwood Hinman, born Jan. 6, 1778.

Hannah, born October 11, 1780.

Elisha, born June 29, 1784.

Ann Welsh, born July 29, 1786.

After the war, Captain Hinman entered into mercantile business at New London. He was an estimable man in private life and a gentleman in his deportment.

Captain Hinman's first command during the American Revolution (January, 1776) was the Continental brig *Cabot*, which was one of the vessels in Commodore Esek Hopkins' fleet, and according to New London County Maritime Court records his first capture was probably the British ship *Nathaniel & Elizabeth*, Capt. Wm. Hoar, with rum and sugar from Jamaica, taken by him July 27, 1776, and carried into New London for libel, which was granted and ship condemned as a prize to captors Sept. 20, 1776, the captors being allowed wages, 4 hhds. of rum and 5 hhds. of sugar, the whole amount of prize money distributable being £1,585-14-7. His next recorded prize was the ship *Clarendon*, taken into New London and condemned Oct. 2, 1776. The *Clarendon* was a valuable prize, netting with her cargo of sugar £10,731-14-4½. Her commander was Capt. John Deniston. On Oct. 18, 1776, the New London Gazette concedes to the brig *Cabot*, Captain Hinman, seven prizes, one of which, a ship, was carried into Newport, R. I., the others into other safe ports. The *Clarendon's* prisoners included Captain Deniston, Peter Hunter a passenger, Daniel Crawford, mate, Thomas Moore, boatswain, James Deniston, a boy, and Murdock MacCloud, a sailor, and others whose names were unknown, who gave their parole and were held for exchange. On the 4th of March, 1776, when the *Cabot* engaged H. M. S. *Glasgow* at the eastern end of Long Island, she had 4 men killed and 7 wounded, among the latter Captain Hinman. Sinclair Seymour, master of the *Cabot*, and Lieut. Wilson of the Marines, were killed, and the brig was considerably damaged. On Nov. 1, 1776, the *Cabot* had been on a cruise again and arrived at Cape Ann, having taken four ships and a brig, all richly laden prizes, according

to letters received in New London, Nov. 8, 1776. On Oct. 27, 1776, one of the prizes, a large ship from Jamaica, laden with rum and cotton and mounting 16 guns, arrived at Newport. Still another, a 200 ton ship with West India rum and sugar arrived at New London Nov. 8, 1776. After this successful cruise Captain Hinman wintered at New London, and the following spring of 1777 again set forth against the British adversaries, but while cruising to the northward, the brig *Cabot*, as we find recorded in the Halifax Vice Admiralty Records, was captured, as shown by the following:—

“Thomas Stone, master of his Majesty’s Ship of War *Milford*, commanded by Andrew Barkley, Esq., being duly sworn depose, that on Sunday the 23^d of March 1777 about 5 o’clock in the evening, Cape Ann then bearing West about 5 leagues distant, they fell in with a Privateer Brigantine called the *Cabot* who was in company with two others which they took to be privateers also, that they gave chase to all three till Monday afternoon, the *Cabot* being nearest and the others far to windward, they gave chase to the *Cabot* only till Tuesday evening, when the said brig run ashore near Jaboque, and there the crew of the Brig quitted her immediately and took all the small arms with them; that the *Milford’s* people took possession of her, and that by papers found on board, they understood the brig belonged to the Continental Congress, Captain Hinman.”

Shortly after the loss of the brig, the *Cabot*, Captain Hinman commanded the *Alfred*, as herein related; and after the loss of that ship and subsequent imprisonment in England, he returned to New London and took command of the privateer sloop *Hancock* in 1779. With this vessel he captured the British privateer brig *Bellona*, Thomas Lawrence master, and the privateer sloop *Lady Erskine*, Edward Drew master, in May, 1779, and took part with the *Putnam* and *Beaver* in capturing the *Hunter*, *Polly*, *Clinton*, and the sloop *Game Cock*. He also took the British schooner *Mulberry*. After relinquishing the command of the sloop *Hancock*, he rested from his activities in New London until the shipmaster Thomas Mumford purchased and fitted out the French ship *Jonatas* as a privateer cruiser. This ship was renamed the *Deane*, and sailed under command of Captain Hinman, June 1st, 1780.

MARS, Ship.

Gilbert Ash, commander; commissioned May 11, 1778, and bonded for \$10,000. Bonders, Gilbert Ash, Isaac Sears and John Broome. Owned by Isaac Sears, Samuel and John Broome. (Vol. 10, p. 20, 196 Cont. Cong.)

This was a large ship of 22 guns and a crew of 130 men, when commissioned. Her cruising grounds were on the high seas and in transatlantic waters; and most of her activities were confined to European coasts. On the 15th of November, 1778, record is found in the Halifax Vice Admiralty of the capture of the snow *Scipio*, Samuel Hinkman master, who said that "his vessel was laden principally with wine at Teneriffe; that he was proceeding with her to London; that while on his passage on the 15th of November, he fell in with two American privateers, one a ship called the *Mars* from New England, of 24 guns and about 90 men; the other a brig called the *Fanny*, Whittlesey commander (q. v.); that they carried English colours; that the deponent crowded on all the sail he could make; that they chased him 5 hours before they came up with the snow; that they fired at the *Scipio* and ordered them to haul down their colours and bring to; that they came on board and took out all the hands except one man, a boy, and the deponent, and put on board the snow nine of the rebels with a prize-master, amongst which were 3 Frenchmen and an Indian; that the rebels plundered the snow of wine, fruit and sundry other articles, also about one thousand dollars in specie, and after they had taken those things they gave directions to the prize-master to proceed with her for Dartmouth and any other port they could get into in America; that on Dec. 23d last, being in Lat. 41°, Long. 64°, being near the south end of Georges Banks, they fell in with the *Greyhound* frigate, Archibald Dixon commander, who retook the *Scipio* and brought her into Halifax. The rebels took the snow's register, invoice, bills of lading, Mediterranean pass and sundry other papers, and drank and destroyed great quantities of wine, exclusive of what the privateer's people took."



THESE are to certify all whom it doth concern, That
Security is given for the Goods of His Majesty's
Customs in the Port of *London*
concerning the Ship or Vessel called the *Thomas*

Tons, or thereabouts, whereof *one*
is Master, mounted with *one* Guns,
navigated with *one* Men, *and*

Built, and bound for

a British Plantation in America,

with several Goods, Wares, or Merchandizes, with Con-
dition, That if the said Ship or Vessel shall load any
Sugars, Tobacco's, Cotton-Wool, Indico, Ginger, Fastick,
or other Dying-Wood; as also Rice, Melasses, Tur, Pitch,
Turpentine, Hemp, Masts, Yards, or Bow-sprits, Copper-
Ore, Beaver-Skins, or other Furs, Coffee, Pimento, Cocoa-
Nuts, Whale-Fins, Raw Silk, Hides and skins, Pot and
Pearl Ashes, of the Growth, Production, or Manufacture
of any British Plantation in America, Asia, or Africa,
the same Commodities shall be by the said Ship or Vessel
brought to some Port of Great-Britain, and be there un-
loaden and put on Shore, the Danger of the Seas only ex-
cepted. And these are further to certify, That it appears by
the original Register now produced to Us, that the above-
mentioned Ship was registered at *London*
the *10th* Day of *August* 1782.

Given under our Hands and Seals of Office at
London the *10th* Day
of *August* in the *13th* Year of
the Reign of our Sovereign Lord GEORGE the
Third, King of Great Britain, France, and Ireland,
and so forth; and in the Year of our Lord, One
thousand seven hundred and eighty two

Signed by Us the Commissioners of His Majesty's Customs, at the Custom house,
the *10th* Day of *August* One thousand
seven hundred and

W. Lee

W. Lee

Thos. Gilan

W. Gilan

Form of a Certificate for a Ship that gives Bond in Great Britain to
return to Great Britain only.

REGISTER OF BRITISH PRIVATEER "THOMAS"

Taken by Captain Charles Bulkley of the Brig "Marshall"

MARSHALL, Brigantine.

Charles Bulkley of New London, commander; commissioned July 25, 1782. 14 carriage guns, crew of 80 men. Bonded for \$20,000. Bonders, Capt. Bulkley, Jabez West and David Trumbull. Owned by Silvanus Tinker & Co., East Haddam. Advertised to leave East Haddam for New London July 24, 1782.

On Aug. 30, 1782, Capt. Charles Bulkley of the brigantine *Marshall*, 80 tons, 14 guns and 80 men, fell in with and captured the sloop *Hunter*, John Mason master, in Lat. 30° N. Long. 65° W. The *Hunter* was bound from Bermuda to Charlestown with rum, molasses and sugar and was about 40 tons burthen and had a crew of eight men. Ebenezer Goddard, mate of the *Marshall* brought his prize into New London for libel and lodged the *Hunter's* papers with the Register. The decree was given in favor of libellants. David Gilson of East Haddam was agent for the *Marshall*.

On the 5th of Sept., 1782, Capt. Bulkley fell in with two British privateers in Lat. 35° N., Long. 67° W., and after a spirited engagement of two glasses the Brig *Ann*, John McNeill master, 180 tons burthen, with 8 guns and 14 men, hailing from Glasgow; and the ship *New Salt Spring*, James Jones commander, 200 tons burthen, with 8 guns and 15 men, struck their colors and were boarded. Samuel Crowell of the *Marshall* was prize-master of the *Ann*, and Charles Turner, prize-master of the *New Salt Spring*, both vessels were brought into New London for libel, and decree awarded. Papers and depositions are on file with Maritime Court records.

On the 22d of Oct., 1782, while in Lat. 31° N., Long. 68° W., Capt. Bulkley again fell in with the British brig *Thomas* of Liverpool, commanded by James Bancroft, and captured the vessel with valuable cargo. Capt. Bulkley's lieutenant was Abel Gore, who brought the brig into New London for libel. Decree awarded.

On Sept. 7, 1782, Capt. Bulkley is recorded as capturing a schooner laden with rum from Bermuda to New York. His prize was taken into New London.

On her next cruise this brig appears to have been recommis-

sioned under the command of Noah Scovel of Saybrook, date of his commission being March 6, 1783.

On 2d of April, 1783, while cruising on the high seas in Lat. $33^{\circ} 33''$ N. and Long. $68^{\circ} 37''$ W., Capt. Noah Scovel of the brigantine *Marshall*, 120 tons, owned by Humphrey, Lyon & Co. of East Haddam, Connecticut, mounting 14 guns and manned by 65 men, fell in with and captured the brigantine *Hope* of Liverpool, England, George Flint commander, from Jamaica to New York, laden with cotton, coffee, sugar, tobacco, pimento, etc. Wm. Henry Wattles was prize-master for the *Marshall* and brought the *Hope* into New London on the 10th of Apr., 1783, for libel. David Gelston and John Hurlbut were also interested in the *Marshall*. The *Hope* mounted 10 guns and had a crew of 30 men, and was, before her capture, a prize. The case was appealed by British owners but not sustained. Capt. Noah Scovell's commission is endorsed describing him as 25 years old, 5 feet 11 inches high, light complexion, dark hair and slender built. William Henry Wattles, prize-master, age not given, 5 feet 11 inches high, light complexion, brown hair and firm built. Commission signed by Elias Boudinot, President of the United States Congress at Philadelphia, March 6, 1783, and endorsed by Gov. Trumbull at Lebanon the same date. The original is in possession of Charles A. Goodwin of Hartford, together with the ship's articles signed by the members of the crew as follows:

Noah Scovell, Captain	Hezekiah Pratt
Noah Brooks, Lieut.	Nathaniel Pratt
David Newell, Lieut.	Thos. Yoger
Chauncey Graham, Surgeon	Josiah Smith, Jr.
Wm. Henry Wattles, Prize-Master	Josephus (negro)
Wm. McCorney, 1st mate	James Redfield
Pemberton Brainard, Master's Mate	William McBride
Josiah Cary, Master's Mate	Curtis Cumstick
Thos. Anderson, Officer of Marines	David Tiley
William Carver, Gunner	Noah Higby
Zephaniah Dunlap, Boatswain	Ephraim Tiffany
Abiel Cheney, Carpenter	Libbeus Brockway
Robert Newell, 2d, Quartermaster	Anselm Comstock
Jabez Fitch, Steward	Joel Bacon

By His Excellency Sir Campbell Cooper Governor General and Commander

Jamaica, &c.

in Chief in and over this His Majesty's Island of
Jamaica, and of the the Territories therein depending in
AMERICA, Chancellor and Vice-Admiral of the same, &c.

To all to whom these Presents shall come, Greeting.

KNOW YE, That I do hereby certify and make known, That George Augustus, Master
of the Ship, *Thetis*, which he had, arrived
before me, and made Oath, that he is at present Master, of the said Ship, *Thetis*, of
the Port of St. Jago de la Vega, in the Kingdom of Castile, and of the
Province of Seville, and in regard it would be in the interest of the said Ship, and of the
Affairs, do therefore request, that you would cause the said Master, *George Augustus*, to
receive him as one of His Majesty's Subjects, and to admit him to perform the duties of his
other Duties, to enter into, remain in, and perform your Ports, Harbours, and Towns, and
all kind of Right of Navigation, Trade, and Commerce, which shall be as though he were at the said
Place.

In Testimony and Confirmation whereof I have caused this my special Licence, and these my
affixed, at St. Jago de la Vega, the *fourth* Day of *October*, in the *fourth* Year of the
Year of the Reign of Our Sovereign Lord GEORGE THE THIRD, King of Great Britain,
&c. *Witness* my hand, this *fourth* Day of *October*, 1763.

By His Excellency, &c.

Campbell

Campbell

REGISTER OF BRITISH BRIG "HOPE"
Taken by Capt. Noah Scovel, of the "Marshall"

Peter Swain, Gunner's Mate
 Charles Luce, Boatswain's Mate
 James Tiley, Carpenter's Mate
 Edmund Rogers
 Joseph Baker
 Joseph Bacon
 Abel Willard
 Stephen Clark
 Frank Foster
 John Banks
 Thos. Varney McCleave
 Ely Rogers
 Wickham Cottrill
 Samuel Colton
 John Vallet
 Thos. Goge
 John Hall
 Richard Morgan
 Edward Shepard
 Chas. Loveland
 Giles Tiffany
 Nathaniel Ranney, Jr.
 Martin Smith
 Stephen Miner
 Ebenezer Pelton
 William Woodward
 Stephen Hosmer

Jonathan Wells
 Jonathan Phelps
 Henry Roberts
 Edward Ewen
 Timothy Higby
 John Wright
 John Cochran
 Caleb Chapman
 Daniel Bliss
 David Ranney
 Eliphalet Wood
 James Loon
 Amos Sharp
 Joseph Avon
 William Church
 Samuel Hascoot
 James Robinson
 William Pratt
 William Willis
 Samuel Hopper
 John Collins
 Daniel Bramble
 Caleb White
 Edward Tryon
 Ham (negro)
 Alexander Barr
 John Mobbs
 James Coolton

MARTIAL, Brig.

Nathan Post of Saybrook, commander; commissioned April 5, 1782. 16 guns, crew 85. Bonded for \$20,000 by Nathan Post, Jabez West of Saybrook and John Hulbert of East Hadam. Owner not stated. John Trumbull and John Shumway witnessed the bond.

Nathan Post, commander of the privateer brigantine *Martial*, captured the British brig *Matilda*, Wm. Austin commander, on May 10, 1782. The *Matilda* was a 90-ton brig,

according to her registry, and was formerly a prize taken by Joseph H. Burton, master of the schooner *Fox* in British service. The *Matilda* was bound from Tortula in the West Indies to New York with a valuable cargo of rum, sugar, cocoa, etc. The *Matilda* papers from the Tortula custom house, bills of lading, etc., are on file. Nathan Post's commission describes him as 33 years old, 5 ft. 7 in. high, florid complexion, dark brown hair and eyes. The description of his lieutenant (Elnathan Hatch) is given as 35 years old, 5 ft. 8 inches high, dark complexion, black hair and blue eyes. Dated April 5, 1782. Decree granted libellant.

MARY, Sloop.

Giles Mansfield of New Haven, commander; commissioned Nov. 27, 1776. 6 guns, crew 32. Bonded for \$5,000 by Giles Mansfield, Enos Doolittle and Ebenezer Watson. Owned by Edward Molloy. Bond witnessed by Jabez Hamlin and James Watson.

Capt. Mansfield of New Haven, with this privateer, was taken by the British within two hours of Martinico, W. I., March 14, 1777.

MARY ANN, Brigantine.

William Packwood of Norwich, commander; commissioned Sept. 26, 1781. 12 guns, crew 35. Bonded for \$20,000 by William Packwood, Joseph Packwood and Thos. Mumford, all of Norwich. Witnesses: David Mumford and David Mumford, Jr., owned by Jos. Packwood & Co.

In 1782 this same brigantine appears under the command of William Briggs. The bonders were Capt. Briggs, Samuel Mather, Jr., and Sylvester Mather of Lyme. The date of Capt. Briggs' commission is May 27, 1782. No further record concerning this vessel has been discovered.

MAYFLOWER, Schooner.

Jeremiah Simmons, commander; commissioned by Governor Trumbull Dec. 14, 1781, as an armed victualler mounting 6 guns, crew 12 men. Bonded \$20,000. Bonders: Jeremiah Simmons and Levinus Clarkson of Philadelphia and John Hallam of New London. Owned by Levinus Clarkson & Co. of Philadelphia. Witnessed by Winthrop Saltonstall and Ann Saltonstall. No other record. (Vol. 10, p. 43, 1196 Cont. Cong.)

MENTOR, Schooner.

Moses Tryon of Wethersfield, commander; commissioned Nov. 4, 1779. 6 guns and 20 men. Bonded for \$10,000. Bonders: Capt. Tryon and James Lockwood of Wethersfield and James Church of Hartford and owned by James Lockwood & Co. Capt. Tryon, prior to taking command of this vessel, had been taken by the British with his sloop *Nancy* of Wethersfield, but was exchanged by the terms of a letter from Wm. Burton, June 26, 1779, to Col. Wm. Ledyard, for one George Kidd. Capt. Tryon sailed in January, 1780, for the West Indies in the *Mentor* as an armed trader, but was again taken.

MENTOR, Schooner.

Asa Benton of Hartford, commander; commissioned Dec. 12, 1780. 2 guns, crew 10 men. Bonded for \$20,000 as an armed trader. Bonders, Asa Benton, John Hallam of New London, and Joseph Howland of Norwich. Owned by James Lockwood & Co. This schooner, like its predecessor, was taken by the British while on a West Indian voyage, and taken into Bermuda. Capt. Benton died in Hartford Feb. 28, 1811, aged 69 years.

MERCURY, Ship.

Jean Heraud, commander; commissioned May 19, 1777. 10 guns and 45 men. Bonded for \$5,000 by Jean Heraud, John

Langdon of Portsmouth, N. H., and George Wentworth, also of Portsmouth. Owned by Silas Deane of Wethersfield, Conn. Witnessed by Thomas Lewis and Wm. Gardner (Vol. 10, p. 49, 196 Cont. Cong.) No other record.

MERCURY, Sloop.

Elisha Lathrop, Jr., of Norwich, commander; commissioned July 12, 1781. 10 guns and 40 men. Bonded for \$20,000 by Elisha Lathrop, Jr., Asa Peabody and Thos. Fanning, all of Norwich. Owned by Perkins, Fanning & Co. and witnessed by John Porter and Hezekiah Lathrop. On Aug. 10, 1781, Captain Lathrop was taken by the British and carried into New York with his vessel. Captain Lathrop was exchanged and returned to New London in a Flag of Truce cartel.

MIDDLETOWN, Brigantine.

Nathan Sage of Middletown, commander; commissioned Jan. 6, 1779. 16 guns, crew 100. Bonded for \$10,000 by Nathan Sage of Middletown, Barnabas Deane of Wethersfield and William Bull of Hartford. Owned by Abraham Miller & Co. of Hartford. Capt. Sage assisted in capturing the British privateer brig *Ranger*, 12 guns, taken at Sag Harbor, Long Island, after a short resistance. Five of her people were taken prisoners. The *Middletown*, in beating up the harbor, struck the middle ground about a quarter of a mile from shore where she was bravely defended by her captain and crew for 4 or 5 hours against an incessant fire from the *Ranger* and several field pieces on shore. The other vessels taking part in this capture were the *Beaver* and *Eagle*, Captains Havens and Conkling. The *Ranger* was taken January 29, 1779. The *Middletown* was abandoned to the enemy February 1, 1779, near Sag Harbor.

MIDDLETOWN, Brigantine.

William Van Deursen of Middletown, commander; commissioned Oct. 21, 1781. 6 guns, crew 18. Bond \$20,000. Bond-



CAPTAIN WILLIAM VAN DEURSEN
Of the Connecticut Privateer Brig "Middletown"
From a painting in the Middletown Historical Society

ers: Wm. Van Deursen, Chauncey Whittlesey and Thos. Hopkins, all of Middletown. Owner, not stated. Witnessed by Fenn Wadsworth and William Mosely. (Vol. 10, p. 61, 196, Cont. Cong.) No record is discovered concerning Capt. Van Deursen's captures.

William, seventh child of William and Catharina (Gilbert) Van Deursen, was baptised in the city of New York, July 12, 1752. Living in New York City, it is not surprising that he chose a life upon the sea. Of that life we know nothing until March, 1775, when we find him in command of the ship, *Royal Briton*, of ten guns, on a voyage from Bristol to Petersburg.

September 30, 1778, he married at New Haven, Connecticut, Martha, daughter of Rev. Chauncey and Martha (Newton) Whittelsey, and who was born September 1, 1756. He is supposed to have removed his residence to New Haven immediately after, if not before, his marriage; and here he lived until some time prior to May, 1786, when he made another change, going to Middletown, which became the permanent home of the family.

He was actively engaged in defence of the colonies during the Revolutionary War.

For seven months, from January 1, 1781, he was in command of a company of men, from New Haven and vicinity, which acted as a Coast Guard.

October 21, 1781, he was granted a commission as master of the brigantine *Middletown*, empowering him to seize the ships of the subjects of Great Britain. This document was signed by Thomas McKean, who, according to the printed form, was "President of the United States," but in reality President of the Continental Congress, and by Charles Thomson, Secretary.

On the back of the document was given Captain Van Deursen's personal description thus—

"28 years of age, 5 feet 9 inches high, blue eyes, light long hair, light complexion and slender sett."

This description was countersigned at Hartford October 21, 1781, by "Jonth Trumbull," Governor.

After the close of the war he continued in sea life. Fortunately we are able to learn the names of some of the vessels which he commanded, most, if not all, of them being engaged

in the West India trade sailing from New London. They were—

In January, 1784, the brigantine *Lucy*; January, 1786, schooner *Patty*; and in the following May, the schooner *Abigail*; November, 1788, sloop *Hannah*; and in 1791, sloop *Mary Ann*; all sailing to the West Indies.

In October, 1794, he was at the Island of Saint Croix, or Santa Cruz, with the brigantine *Eliza*, taking on the usual cargo of rum and molasses, and was to have one passenger, Mr. Henry Mansfield.

In January, 1796, he commanded the ship *Black River*; January, 1799, ship *Concord*. In October, 1801, and April, 1803, he had an interest in the schooner *Dolphin*.

It is not certain, but it is suspected that this was the last of his sea life. On the back of a letter written to him by his son William and dated at Litchfield, June 18th, A. D. 1803, is the following:

"For Sale at publick Auction on Saturday the first Day of October at 11 o'clock in the Forenoon The Schooner *Dolphin* with her Tackling & Appurt Burthen 85 Tons, a Stout Strong Built Vessel, the Sale will be held on board Said Schooner—Terms of payment will be for good Approved Indorsed Notes payable at Middletown Bank in two & four Months. Middletown, Sept. 17, 1803."

The Countess Rumford was a passenger on one of his vessels; and as a token of her appreciation of his kindness to her, she presented him with a gold watch, which was treasured by his family.

For a time, from some date prior to August 8, 1809, until after April, 1811, he was engaged in merchandising at Middletown.

January 24, 1815, he was commissioned, by President Madison, as Surveyor and Inspector of the Port of Middletown.

Captain William Van Deursen died at his residence in Middletown, December 4, 1824, aged 72 years. After his death, his widow continued to reside at the homestead with the family of their son William and died December 18, 1839, at the advanced age of 83.

Children of William and Martha (Whittelsey) Van Deursen:

Twin daughters, who died April 17 and 18, 1779, aged one day.

Chauncey Whittelsey—Bap. July 9, 1780, died at Demerara on the coast of Africa, May 13, 1801, aged 20.

William—Born January 23, 1783.

(Contributed by Frank Farnsworth Starr.)

MINERVA, Brigantine.

Dudley Saltonstall of New London, commander; commissioned May 21, 1781. 16 guns, crew 120. Bonded for \$20,000 by Dudley Saltonstall of New London, Thos. Mumford of Groton and John Chenevard. Owned by Adam Babcock & Co. Witnessed by Charles and Henry Caldwell. Captain Saltonstall had been in command of the Continental frigate *Alfred* on the expedition to New Providence in the spring of 1776, and in command of the Continental frigate *Trumbull* until transferred to the *Warren* frigate in the latter part of 1779. He was born in New London Sept. 8, 1738, and was a grandson of Governor Gurdon Saltonstall. He became a sailor at an early age and had charge of vessels before the French Colonial War. On April 17, 1762, he was placed in command of the Letter of Marque brigantine *Britannia*. He made voyages to the West Indies and to Europe before the Revolution, and was senior captain under Commodore Hopkins when the New Providence expedition was made. He lost the Continental frigate *Warren* to the British under Sir George Collier, in the Penobscot enterprise, and was dismissed from the Continental service.

As commander of the privateer brig *Minerva* he again went on cruise against the enemy, and on June 24, 1781, captured the British privateer schooner *Arbuthnot*, 10 guns, John Riddle late master, bound from New York to Newfoundland with a valuable cargo of tobacco, and sent her into New London. And again, on July 31, 1781, he was decreed captor of a British privateer ship brought into New London, which was the most valuable prize taken by a Connecticut privateersman during the war, viz.: the *Hannah*, Christopher Cheeseman, late master (Captain Watson), mounting 16 six-pounder carriage

guns, nine weeks from London, bound to New York—after an engagement of two glasses. Her cargo was estimated at upwards of £80,000 sterling. Capt. Saltonstall, after engaging in mercantile adventures in the West Indies, died there in 1796.

The results that followed the capture of the *Hannah* being the expedition against New London and Groton by Benedict Arnold early in September, 1781, culminating in the burning of the town and shipping, and the massacre at Fort Griswold, evidently show a connection between the events. The same news, as Thomas S. Collier said, that told of the burning of New London, also told of the retreat of the enemy, and took from the expedition any importance other than that of reprisal. The burning of New London did not have the desired effect, for the people of the town renewed their efforts with more spirit than ever, and the privateers that were commissioned after this disaster were as numerous if not more so than before, and many prizes were returned, as these records show.

On July 3, 1781, the *Minerva* was again commissioned for another cruise under the command of Captain James Angel who had been in many ships and combats before, and who on August 29, 1781, advertised the brig as ready to sail again with the following crew:

James Angel
Joseph Marshall
Wilson Jacobs
Isaac Freeborn
Henry Babcock
Robert Colfax
Jonathan Colfax
Hervey Pirion
Thomas Warren
Thomas Lillibridge
Ebenezer Talbot
John Oldham
Archibald Robertson
William Ross
Aborn Thornton
Samuel Chipman
James Lockwood

William Crawford
Jesse McCabe
Joseph Baldwin
Joseph Woodworth
Robert McKee
John Baker
John Almy
Benjamin Scott
William Walton
Stephen Sherry
Toby Richards
Nathaniel Jacobs
John King
John Taylor
Ezra Caghaman
Asa Winter
Christopher Thornton

John Colfax
Amherst Crandall
Daniel Scranton
William Slocum
Stephen Tench
Sylvester Marcy

John Watts
Manual Lewis
Shem Cambridge
William Lloyd
William McCarthy
William Wilkinson

The *Minerva* had been sold to Samuel Broome & Co. and the new bonders were James Angel, David Trumbull and John Alden. Captain Saltonstall was described on his commission as 44 years of age, height 5 feet 9 inches, sandy hair, light complexion, light hazel eyes and thick set. Captain Angel was described on his commission as 37 years of age, height 5 feet 7 inches, black hair, light complexion, light eyes and thick set, and pitted with small pox.

During this cruise the *Minerva* recaptured the brig *Rose* (which was taken by the British privateer *Experiment*) on Oct. 11, 1781, in Lat. 29° N., Long. 65° W. and brought her into New London Oct. 24th as prize. Isaac Freeborn was prize-master.

Among the papers on file with New London Maritime Court Records, are depositions of Isaac Freeborn, Edward Hallam, agent for the owners, the register of the *Rose*, depositions of Benjamin Albany and Robert Clement, prisoners taken, and the commission of Capt. Ebenezer Parker as master of the British brig *Experiment* signed by Cazneau, Judge of the Bermuda Vice Admiralty, of the King of Great Britain.

NANCY, Sloop.

William Wattles of Norwich, commander; commissioned Oct. 5, 1776. 6 guns and 15 men. Bonded for \$5,000 by William Wattles, Jabez Perkins and Andrew Huntington of Norwich. Bond witnessed by Jabez Huntington and Elisha Lathrop. Capt. Wattles was master of various traders before the war for the Huntington family, and made many voyages to the West Indies. Many references to him are found in the *Huntington Papers* edited by the Connecticut Historical Society.

With this vessel he is recorded as arriving from a cruise to

the West Indies in April, 1777, having captured during his outward bound passage a British brig from Europe bound to the West Indies, which he sold in South Carolina. He was also in command of the privateers *Phoenix*, *Thetis* and *Young Cromwell* during the war (*q. v.*)

NANCY, Brigantine.

Michael Melally of New London, commander; commissioned Apr. 23, 1778. 16 guns, crew 100. Bonded for \$10,000 by Michael Melally, Nathaniel Shaw, Jr., and Thos. Allon of New London. Owned by Nathaniel Shaw, Jr. Witnessed by Gov. Trumbull and John Trumbull.

On June 29, 1778, the British packet *Le Despencer*, a fine snow of 160 tons burthen and mounting 14 carriage guns and swivels and navigated by 50 men, Wm. Pond, late master, arrived at New London as the prize of Capt. Melally. The *Le Despencer* sailed from Falmouth, England, about the 12th of May, with dispatches for New York. There was a short engagement between the two vessels and the dispatches and mail were thrown overboard. The captain, doctor, steward, and four passengers were all the prisoners who came in the prize, the remainder were taken on board the *Nancy*. Libel was acted upon July 30, 1778, and decree granted in favor of captors. In 1780 the *Le Despencer* was refitted as an American privateer of 16 guns, and went out on successful cruise under Captain Melally. The four passengers were Messrs. Murray, Young, Wright and Hake, all of whom gave paroles. (See p. 97, Vol. II, Records of Conn. Council of Safety, July 8, 1778.)

The *Nancy* was again commissioned on July 27, 1779, with William Leeds of Groton as commander and bonded for \$10,000 by Wm. London and under the same ownership. Jasper Grifing, Jr., and Robert Manwaring witnessed the bond. But the life of the *Nancy* was short. She was captured almost as soon as she left port, by the British frigate *Greyhound* and taken into New York the last of July, 1779. Captain Leeds was exchanged Aug. 12, 1779.

NANCY, Brig.

Alpheus Davison, commander; commissioned Sept. 4, 1778. 4 guns and 15 men. Bonded for \$5,000 by Alpheus Davidson, Joseph Howland and Joseph Williams of Norwich. Owned by Joseph Williams & Co. Witnessed by Jonathan Huntington and Andrew Craige. No other record. (Vol. 10, p. 103, 196 Cont. Cong.)

NANCY, Sloop.

Moses Tryon of Wethersfield, commander; commissioned Apr. 17, 1779. 4 guns and 6 men. Bonded for \$5,000 by Moses Tryon and John Bulkley, Jr., of Wethersfield and Nathan Sage. Owned by John Wright & Co., Wethersfield. Witnessed by John Porter and Daniel Stark, Jr. Capt. Tryon was a West India trader and privateersman. He and his sloop *Nancy* were taken by the enemy and carried into New York in May, 1779. Capt. Tryon was exchanged by a letter June 26, 1779, from Wm. Burton to Col. Wm. Ledyard, for one George Kidd.

Moses Tryon was a mariner in every sense of the word both before, during and after the war, and was an officer in the United States Navy, after a record of various successes and failures as a privateersman, in command of many vessels as herein recorded. He is buried in Wethersfield as noted by the following inscription:

"Beneath this stone are deposited the remains of Captain

Moses Tryon, U. S. N. Born 18 Nov. 1750.

He sustained the various relations of life with dignity and usefulness. In the duties of private life he was faithful just and benevolent; as a naval officer, vigilant and brave; as a citizen firmly attached to the liberties and devoted to the laws of his country, of unblemished morals, a firm believer and humble disciple of Jesus Christ.

He resigned his soul to God 27 Dec. 1817.

The memory of the just is blessed."

His wife Mercy died 25 May 1780 in the 28th year of her age.

NEPTUNE, Brig.

Azariah Whittlesey of Saybrook, commander; commissioned Dec. 31, 1778. 4 guns and 15 men. Bonded for \$5,000 by Azariah Whittlesey and Joseph Hart of Saybrook and David Austin of New Haven. Owned by Joseph Hart & Co. of Saybrook. Witnessed by Jonathan Trumbull and John Porter. Capt. Whittlesey in 1717 was in command of the privateer brig *Fanny* (q. v.) and took many prizes. After he was exchanged he became associated with Joseph Hart and went out on cruise again in the *Neptune*, but in April, 1779, was driven ashore on Marthas Vineyard by a British privateer, and again captured.

NEW BROOM, Brig.

Capt. Israel Bishop of New Haven, commander, duly commissioned by Gov. Trumbull July, 1778, under bond of \$10,000. 16 guns and swivels, advertised for crew July 25, 1778. While on first cruise the *New Broom* was captured Nov. 13, 1778, according to the *Connecticut Gazette*. The following narrative has also been discovered:

In 1778 the privateer brig *New Broome*, Captain Bishop, was captured by a British sloop of war, and taken into Antigua. One of the brig's crew in a narrative says, "We were all put on board a prison ship which lay in a cove on one side of the harbor where the heat was so severe as to be insupportable. We were allowed here but barely enough to sustain nature, and the water they gave us was taken out of a pond a little back of the town, in which the cattle and negroes comingled every sort of impurity, and which was rendered, on this account and from the effect of the heat, so nauseous, that it was impossible to drink it without holding the nostrils. I soon found that life was not to be supported but for a short time, and set myself therefore about contriving some way to effect my escape from this floating place of misery and torment. The doctor came on board every morning to examine the sick, and three negro sextons every night to bury the dead. Early one morning I swallowed tobacco juice and was so sick by the time the doctor

came that I obtained, without difficulty, a permit from him to go on shore to the hospital. I was soon ready to disembark, for I had previously been robbed of everything except what I had on. After arriving at the hospital, I was conducted into a long room where lay more than two hundred of the most miserable objects imaginable, covered with rags and vermin. I threw myself down on a bunk, and after suffering extremely for some time from the effects of the tobacco, went to sleep, but was soon wakened by a man nurse, who told me that there was physic for me, and immediately went off to another. I contrived unperceived to throw my dose out of the window, and was not again disturbed, except during the following night, when I was waked several times by the carrying out of the dead. The sickness occasioned by the tobacco having now ceased, it was still necessary to keep up the deception, and accordingly the next morning I feigned lameness." A few days later this prisoner escaped with two others, and getting possession of a boat, found their way to Guadaloupe. (*Hist. Mag.*, Nov., 1860.)

OLD DEFENCE, Brigantine.

Daniel Deshon, Jr., of New London, commander; commissioned Aug. 14, 1777. 4 guns and 20 men. Bonded for £1,000 by Daniel Deshon, Jr., Daniel Sherman and Benjamin Huntington, and owned by The Governor and Company of Connecticut. Witnessed by James Hillhouse and Jonathan Bull. (See resolve of the Council of Safety holden at Hartford, Aug. 14, 1777, and Vol. 11, p. 41, Cont. Cong.)

This vessel had been owned by and in the service of the Colony of Connecticut many years before the Revolution as State Records show. It had been in the expedition to Louisburg and was now reconditioned for the privateering service by the State, for the war with Great Britain, and on Aug. 29, 1777, was ready for her voyage to the West Indies with a valuable cargo of commodities and live stock to be used in trade for necessities required by the State of Connecticut in the conflict. But ill fortune befell her and she was captured by the British and sent into Jamaica (Conn. Gaz., Apr. 9, 1778.)

The following was her cargo as shown by Bill of Lading dated Aug. 29, 1777, at Stonington:

"SHIPPED by the Grace of God, in good Order and well conditioned by John Deshon, on Acc^t and Risque of the State of Connecticut in and upon the good Brigg^t called the *Defence* now in the service of said State, whereof is master under God for this present voyage *Daniel Deshon, Jr.*, and now riding at anchor in the Harbour of Stonington and by God's Grace, bound for — [blank] — to say, —

16478 feet Pine Board; two Bbls. Herrings; 52 Casks Hogs lard; 3700 Hoops; 610 cast long staves; 247 shaken Hogsheads; two Bbls. Tallow; 57 water hogsheads; 9 Tierces Beef; One tierce Pork; 10 Bbls. ditto; 7996 Ropes Onions; 17 casks Bread; 4 Bu. Beans; Two Bu. Pease; 400 Bu. Oats; 8 tons Hay; 34 Horses being marked and numbered as in the Margin [BD] and to be delivered in the like good order and well conditioned at the aforesaid Port of — [blank] — the Dangers of the Sea only excepted—unto Daniel Deshon, being consigned to him or to his assigns, he or they paying freight for the said goods Nothing, the vessel belonging to the said State of Connecticut with Primage and Average accustomed: In witness whereof the Master or Purser of the said Brigg^t hath affirmed to two bills of Lading, all of this Tenor and Date; the one of which Two Bills being accomplished, the other one to stand void. And so God send the Good Brigg^t *Defence* her desired port in Safety, AMEN. Dated, Aug^t 29, 1777, at Stonington."

(Signed) Daniel Deshon, Jr.

Capt. Deshon was also in command of the Ship *Enterprise*. He arrived at Boston May 14, 1782, from Amsterdam according to a Boston dispatch of that date appearing in the Connecticut Gazette of New London.

OLIVE, Sloop.

William Loring of Norwich, commander; commissioned 1780-81. 8 guns and 12 men. Under bond of \$5,000. Bonded by Wm. Loring, Joseph Howland and Thos. Coit all of Nor-

wich. Owned by Howland, Coit & Co. Witnessed by Jonathan Huntington and Eunice Huntington. This vessel was evidently an armed trader as no record has been discovered of her exploits or of being captured. In 1784 Capt. Loring had command of the sloop *Nabby* as evidenced by correspondence between Gurdon Saltonstall and Christopher Leffingwell Dec. 29, 1784, wherein it appears that Capt. Loring cleared out of the Port of New London without clearance papers, on voyage in the *Nabby*.

PATTY, Sloop.

John P. Sloan of New London, commander; commissioned Aug. 5, 1779. 10 guns, crew 25. Bonded for \$10,000 by Nathan Gallup, John Hallam and John P. Sloan of New London. Owned by John Deshon & Co. of New London. Bond witnessed by Isaac Gallup and Joseph Copp. (Vol. II, p. 196, Cont. Cong.)

In April, 1780, this vessel is credited with the capture of the British snow *Wolf*, James Erving late master, bound from Antigua to New York.

PHOENIX, Sloop.

William Wattles of New London, commander; commissioned May 1, 1781. 14 guns, crew 75. Bonded for \$20,000 by Wm. Wattles, Simon Wolcott and John Alden. Owned by Howland, Coit & Co. of Norwich. Witnessed by Joel Loomis and Joseph Abell. Captain Wattles performed several gallant exploits in the short life of this privateer. He captured the British brig *Pontus*, 120 tons, bound to Halifax from Europe, in ballast in May, 1781, also another brig with a valuable cargo which he sent into North Carolina and sold before coming home. On his homeward voyage the last of May, 1781, however, he was taken by the enemy and carried into New York.

Capt. Wattles was released from a New York prison ship, July 23, 1781, per letter of that date sent to Gov. Trumbull by David Sproat, British Commissary of Naval Prisoners at New York. (See *Thetis*.)

PILGRIM, Brigantine.

Humphrey Crary of Stonington, commander; commissioned Apr. 10, 1782. 16 guns and 90 men. Bonded for \$20,000 by Captain Crary, Wm. Torrey and John Alden. Owned by Jos. Williams & Co. of Norwich. Bond witnessed by Eliphalet Dyer and Nathaniel Wales. (Vol. II, p. 87, 196, Cont. Cong.) No further mention of this privateer has thus far been discovered. Previous to this command, Captain Crary cruised in the *Black Princess*.

POLLY and *HAWK*, Armed Boats.

George Smith, in command of the armed boat *Polly*, and Ezekiel Olmsted, of the armed boat *Hawk*, captured on March 24, 1781, a large quantity of British linen and woolen goods and other contraband merchandise including some gold and silver, adjacent to the Long Island coast and within the British lines, according to Libel filed with the Hartford County Maritime Court, where favorable decree was granted the captors.

POLLY, Armed Boat.

Abner Elgar in command, captured a British vessel with a cargo of rum and salt bound to the eastern part of Long Island in September, 1780, and brought his prize into Connecticut River. Libel filed with other papers, with Hartford Maritime Court. Levi Risley of Hartford was prize-master.

POLLY, Sloop.

Eliphalet Roberts of Hartford, commander; commissioned June 27, 1777. 12 guns, 100 men. Bonded for \$5,000. Bonders: Eliphalet Roberts, Charles Bulkley and Adam Helme. Owned by Adam Babcock & Co. of New London.

Captain Roberts was first appointed by Governor Trumbull July 31, 1776, Captain of Marines in the *Oliver Cromwell*, Colony ship, under command of Capt. Coit. Capt. Coit having

been succeeded by Capt. Seth Harding as commander of the *Cromwell*, Capt. Roberts was again appointed Captain of Marines, but resigned his commission, which was accepted, prior to June 5, 1777. He was succeeded by Capt. James Day.

The *Polly* was on a southern cruise in the summer of 1778 and was "spoken" by the *Oliver Cromwell* on Aug. 18, 1778, on the Bahama Banks, while headed westerly across the Gulf, and was lost in the storm of Aug. 24-26, 1778, with all on board.

Capt. Roberts, however, in company with Capt. Jabez Lord of the privateer sloop *Lydia*, assisted in the capture of a British sloop from Newport, Aug. 13, 1778, commanded by the master of H. M. S. *Swan*, which sloop was sent into New London, and the prisoners including a noted British pilot named Collard and 9 men were sent to Norwich gaol.

PORCUPINE, Sloop.

Capt. William Stewart of Branford, commander of the armed sloop *Porcupine* belonging to Abel Buel & Company of New Haven, mounting 2 guns, 4 swivels, and navigated by 18 men, and commissioned by Governor Jonathan Trumbull May 19, 1778, captured on October 15, 1778, while cruising south of Long Island, the British sloop *Fanny* of 35 tons burthen, with a cargo of provisions for the British army, and brought his prize into New Haven for libel, according to Capt. Stewart's deposition on file with the New Haven County Maritime Court records, dated Oct. 20, 1778. The following evidence and cross-examination in the case is somewhat interesting, showing detailed account of capture:

"John Stinson of lawful age testifies and says that some time in the beginning of October he belonged to the armed sloop *Endeavor* owned in New York by Capt. Fordyce, lying at blue point so called, and that the sloop *Fanny* lay about a mile above, which s^d sloop *Fanny* was boarded by three boats and sixteen men commanded by Capt. Dayton of New Haven and that s^d Dayton came down on board s^d sloop *Fanny* and boarded s^d sloop *Endeavor* and captured her, and soon after he was put on board s^d sloop *Fanny*, and that then the *Endeavor*, the *Fanny*

and another sloop called the *Nancy*, afterwards taken by said Dayton, were brot up to Fire Island Inlett and after some days sailed from s^d Inlett in order to go to New Haven, and the deponent further says that some days after he saw a vessel speak to the s^d *Nancy*, and that two or three days after we were standing along shore, we were becalmed the next morning, we saw a sail to the westward after which immediately got out her oars and rowed for us Capt. Woodcock, who was the prize-master of s^d sloop *Fanny*, took her to be a British privateer who immediately consulted with his crew and got his boat out and rowed for the shore and left the deponent on board and ordered the deponent to fire a swivel if it proved an American privateer, which s^d vessel boarded s^d sloop *Fanny* and proved to be Capt. Stewart in an armed sloop who put people on board s^d sloop *Fanny* and sent her into Branford.

(Signed) John Stenson."

Question. Have you not frequently heard Capt. Stewart say that it was he that spake to Capt. Trowbridge a day or two before he boarded you? Answer. Yes.

Question. Where were you when you were boarded by Capt. Stewart? Answer. About ten miles to the west of Fire Island Inlett where we first came out of.

Question. When the prize-master and his crew left the sloop *Fanny* how far off was Capt. Stewart and how far from the shore was you? Answer. About five miles from Stewart and about eight from the shore according to the best of my judgment.

Question. Why did you not fire the swivel as you were desired to when you found she was an American privateer? Answer. I enquired who they were. They told me they belonged to New Haven. After about 16 minutes Capt. Stewart asked me if I was to heeve out a signal or not. I told him I was to fire a swivel if she was an American privateer. He answered it was thick and foggy and perhaps they would not hear it and that he was able to carry her in as they were.

Question. Should you have fired the swivel as you engaged to if Stewart would have lett you? Answer. I should at the first, but I never asked him afterwards.

Question. Would you have waited for the boat if Capt. Stewart had left you in the fogg? Answer. If a breeze of

wind had sprung up I should have made for the first port I could, Rhode Island if the wind had served, as I was acquainted there.

Question. What Colours had Capt. Stewart when he came near you? Answer. A white Jack with a red Cross in it and when he came alongside he lowered that and hoisted a Continental pendant.

Question. Do you imagine they could have heard the swivel if you had discharged it? Answer. I don't think they could, as they were almost ashore, a great distance.

Question by Stewart. Do you think the boat could have caught you after the fog cleared and the breeze sprung up? Answer. No, she never could.

Question. How long after Capt. Stewart boarded you before the breeze sprung up? Answer. There was a small breeze in about half an hour.

Question by Stewart. What time of the day did Stewart board you? Answer. About Seven or Eight o'clock in the morning according to best of my remembrance.

Question. What time did the fog clear away? Answer. About 12 o'clock and we then had a fresh breeze about South East by South.

New Haven County, Oct. 21, 1778.

Personally appeared the within-named John Stenson and made oath to the foregoing testimony and to deposition.

Before me John Whiting Jus. Peace.

N. B. The foregoing Deposition was taken at the motion of Mr. Mark Leavenworth, Mr. Eben^r Townsend and Capt. Stewart being present.

Nov. Term 1778.

delivered into Court by said Justice,

Teste J. Whiting Clerk.

Question by Capt. Ebenezer Dayton of New Haven in the County of New Haven, to Alston Howe, alias Stinson of lawful age vizt:

"Was you knowing of my taking the sloop *Fanny* in the Harbour of blue point, the South side of Long Island the night following the sixth Day of Instant October? Answer by s^d Howe or Stinson. I was knowing to your taking s^d sloop *Fanny*

but I don't remember the Day of the month but think it was the Beginning of Instant month of October, and in the s^d sloop *Fanny* you also took the sloop *Endeavor* and the sloop *Nancy* in the s^d Harbour immediately afterwards.

Question. Did not you inform me when you was taken that you had Deserted from a British ship of war and was glad of an opportunity to get to the American States? Answer. Yes, I said I should be glad to be out of the way of being caught.

Question. Did not you agree with me to assist in taking a schooner then in sight and to draw your share of the same and after we had run s^d schooner on shore did you not fire on the people on shore and assist in stripping s^d sloop? Answer. Yes.

Question. Did not Capt. Woodcock choose you first to go on board the *Fanny* and to take charge of the Larboard Watch? Answer. Yes.

Question. How far was you in the *Fanny* from the sloop *Porcupine*, Capt. Stewart, when Capt. Woodcock put off from the *Fanny* with the boat? Answer. Five or six miles.

Question. What signal did Capt. Woodcock order you to make in case the sloop that was in chase should prove an American? Answer. A swivel gun and charged me not to deceive him in case it should be a British vessel and I swore to him I would not deceive him.

Question. Did Capt. Stewart, in the *Porcupine* keep English colours set, till after you had informed him the sloop you was in was a prize taken by me? Answer. He had a white Jack with a red cross in it until I had informed him whose prize the sloop was.

Question. After Capt. Stewart came on board the sloop *Fanny* and you was satisfied he was an American, would you have given the signal agreed upon with Capt. Woodcock if it had been approved of by Captain Stewart? Answer. Yes, but Capt. Stewart asked what service it would be to fire a gun when we were at such a distance that they can't hear it, and the weather is so thick and foggy they could not find the sloop if they should—and Capt. Stewart added that he was as capable to take care of the sloop as they were.

Question put to s^d Stenson by the s^d Captain Wm. Stewart, viz^t. Should you have waited for Capt. Woodcock to have come

off if I had not taken possession of the sloop *Fanny*? Answer. If the weather had continued foggy and a breeze had sprung up I should have made the best of my way to the first port I could get in.

Question. What port would you have made for if I had not taken possession of the sloop aforesaid? Answer. If the wind had permitted I should have run into Rhode Island.

Question put by s^d Capt. Dayton, vizt: How many Days was the s^d sloop *Fanny* in my possession before Capt. Stewart took possession of her? Answer. About nine or ten days.

(Signed, Alston Howe.)

New Haven County, ss. Branford, October 29, 1778.

Personally appeared the above named Alston Howe and made solemn oath to the truth of the Answers to the foregoing questions. Sworn before me.

Samuel Barker, Justice Peace.

Nov. Term 1778.

Opened in Court.

By John Whiting Clerk.

PRINCESS MARY, Sloop.

Benjamin Pratt of Saybrook, commander; commissioned June 18, 1778. 7 guns, crew 26. Bonded for \$5,000 by Benj. Pratt, Uriah Rogers and John Foster of East Haddam. Owned by Uriah Rogers, John Foster & Co. Bond witnessed by Gurdon and Mary Saltonstall.

In August, 1778, being on a cruise near the New Jersey shore Capt. Pratt, discovering a British ship bearing down upon him, took her to be a vessel of force chasing him, and ran into Cranberry Inlet. The captain of the British vessel, supposing Capt. Pratt's vessel to be a pilot boat bound to New York, followed him until he ran his ship aground. The next morning Capt. Pratt took possession of the ship, which proved to be the 300-ton British ship *Rachel* from Bristol, England, with a valuable cargo for the British garrison at New York. He succeeded in getting the *Rachel* off and brought her into New London as his prize. The *Rachel* had but one musket on board, and was

an almost new vessel. Decree was granted favoring captor in the Maritime Court, March 4, 1779.

The *Princess Mary* also participated in the capture of the British sloop *Macaroni*, 45 tons, Cornelius White late master, Feb. 16, 1779.

PRUDENCE, Armed Boat.

Israel Stoddard, commander, duly commissioned by Gov. Trumbull, participated in the capture of the sloops *Defiance*, *Adventure*, *Despatch*, and *Hornet* in May, 1779, and was recognized in court decree.

PRUDENCE, Sloop.

This privateer, commissioned by Congress, Apr. 24, 1778, appears, from the Maritime Court records, to have been very active about the Sound, and quite successful in its ventures until Jan., 1782. No doubt there were records of its exploits in 1778-1779 and 1780. But the following are available as showing some of the later activities and captures. Thomas Park of Groton was her commander and owner under bond of \$5,000. On the 20th of Oct., 1781, he captured a *Galley*, name unknown and brought her into New London for libel.

The next day he captured the British schooner *Sally* and sent her in for libel by his First Lieutenant and prize-master, *John Park*.

On the 20th of Nov., 1781, while near Block Island, he fell in with and captured the sloop *Tartar* laden with lumber, and brought her into New London for libel. This was a re-capture. John Atkinson, commander, and Ware Bronson as prize-master under said Atkinson were proceeding to New York with the *Tartar* as a prize, when retaken.

On the 26th of Nov., 1781, while on his daily cruises, he fell in with and took a two-masted boat with a cargo of molasses and rum off Block Island—illicit trade for the British on Long Island. Libeled and condemned. Decree given.

Dec. 3, 1781, by Marvin Wait, Proctor of Maritime Court.

The affair of his taking the American sloop *Polly* on Nov. 6, 1781, was one of considerable importance in the Maritime Court which passed on the case Feb. 8, 1782. Capt. Elias Parshall of the sloop *Polly* (6 guns, 80 men) at Sag Harbor within the British lines seized a quantity of British goods such as broad-cloth, velvets, corduroys, calicoes, linens, tea, etc., and safely secured same on board his sloop *Polly* and while proceeding with said goods into this state, that they might be libeled and condemned as lawful prize, the *Polly* was forcibly taken by Thomas Park and others in the sloop *Prudence* and brought into New London unlawfully.

There were various depositions exhibited (now on file) from Lieut. Peter Vail of the *Polly*, Negro Dick and others as a counter-claim against Capt. Park, whose claim was not supported, and the *Polly* was permitted to pass to Dartmouth by Gordon Saltonstall, naval officer of the Port of New London. It was finally proven in court Jan. 15, 1782, that the *Prudence* was herself doing illicit trade with the enemy and libel was granted to Thos. Farlan of Preston against Capt. Park, and the *Prudence* was seized Dec. 3, 1782.

PRUDENCE, Sloop.

Timothy Parker of Norwich, commander; commissioned Sept. 30, 1782. 10 guns, crew 45. Bonded for \$20,000. Bonders, Timothy Parker, Jos. Williams and Benjamin Ellis, all of Norwich. Owned by Jos. Williams & Co. Bond was witnessed by David Trumbull and Wm. Little, Jr. (Vol. 12, p. 31, 196 Cont. Cong.)

No further record of this vessel has been discovered.

RAINBOW, Galley.

George House, commander; commissioned July 2, 1781. 2 guns and 35 men. Bond, \$20,000. Bonders, George House, Jonathan Brewster and Daniel Hyde. Owned by Jonathan Brewster & Co., and witnessed by John Porter and Jacob Loomis. (Vol. 12, p. 46, 196 Cont. Cong.)

On July 3, 1781 (the next day), this galley was placed under the command of Capt. Peter Brown, Jr., whose commission was then dated. On August 31, 1781, Captain Brown captured the British brig *Samuel*, with 6 guns and 13 men, and a cargo of sugar, rum and ginger, from Jamaica. The brig was taken in sight of Sandy Hook lighthouse.

On the 5th of November, 1781, the *Rainbow* was placed under the command of Capt. Aaron Meech, similar bond and same ownership. One of the bonders was John Alden. Captain Meech was a native of Preston. He is recorded as having captured three British coasters in Fire Island Inlet. One of them he ransomed for £500, £150 having been immediately paid. But before he could get away, several British galleys appeared, retook the prizes, and to prevent the capture of his own galley, he scuttled and sunk the *Rainbow* and escaped with his crew by land.

RANDOLPH, Sloop.

This fast-sailing privateer was advertised to sail on cruise in the summer of 1780 under command of Capt. Nicoll Fosdick of New London. Bonded for \$20,000, and owned by Howland, Coit & Co. of Norwich. She mounted 18 guns and had a crew of 90 men.

On Sept. 2, 1780, she assisted in the capture of the British privateer sloop *Hibernia*, Captain Hannah, who struck his colors after receiving one broadside, which killed one and wounded several of their men. The *Hibernia* was sent into Providence, and later taken to New London for libel and sold at auction, Sept. 19, 1780. She was later commanded by Capt. Samuel Smedley. (See *Hibernia*.)

On Sept. 5, 1780, the *Randolph* took the British sloop *Venus*, John Jasitays late master, and sent her into New London.

On June 1, 1781, Capt. Augustus Peck of New Haven was commissioned in command of the *Randolph*, under same ownership. Previous to this, however, on Jan. 22, 1781, Captain Peck in the *Randolph* is recorded as having captured the British ship *Polly*, John Webb master, from Bristol, Eng., to New

York, 12 weeks out, taken near Sandy Hook. Prize taken into New London.

On June 23, 1781, Captain Peck arrived from a cruise of four days and brought in the British brig *Society*, laden with lumber and flour, lately taken by a British schooner (taken near Sandy Hook).

On May 2, 1781, record is found of Captain Fosdick's capture of the British ship *Hunter*, Peter Petré, master, from Guernsey to New York, with cargo of brandy, cordials and wines, and brought into New London for libel; and on the same day the British brig *Pontus*, 120 tons burthen, bound to Hull, England.

On the 5th of April, 1782, Captain Fosdick, while cruising off Block Island, captured the British privateer schooner *Fox*, Joseph Hewes Burton, commander, 12 guns and 50 men (which vessel had sailed for New York about six weeks before) and sent her into New London by Robert Latimer as prize-master, where she arrived April 7th. The *Fox* was owned by William Milby of New York. Her Commission, Instructions, and Articles of Agreement are among her papers on file. Endorsed on the back of Captain Fosdick's commission is a letter to Capt. Charles Bulkley as follows:

"Sir: You have herewith the command of the prize schooner *Fox*, from New York. I would have you proceed directly for New London with her. Keep a good Look out. Show no lights, and put the prisoners you have on board in Irons if you think the least danger. In haste,

Your Humble Servt.

NICOLL FOSDICK."

At Sea on Board the

Sloop Randolph, April 4, 1782.

"Immediately on your arrival you must Inform Howland & Coit. In case we should be parted, as to agent, we have not time to choose one. For my own part should choose Mr. Giles Mumford.

To Capt. Charles Bulkley."

On the 6th of April, 1782, Captain Fosdick, while cruising off Block Island, captured the privateer schooner *St. Patrick*, John Duggan late master, said schooner being about 50 tons

burthen and mounting 10 carriage guns and navigated by a crew of 36 men, having sailed from New York about six weeks before, and now brought into New London for libel. Depositions of Captain Duggan and Robert Latimer, prize-master, who brought in the *St. Patrick*, are on file, together with Capt. Duggan's commission and his instructions. Decree granted favoring libellant.

On April 12, 1782, while cruising near Gardiner's Island, Captain Fosdick took an empty sloop, name unknown, and sent her into New London.

On April 30, 1782, while in Lat. 36° N. Long 50° W., captured the 60 ton British sloop *Polly*, William Mitchell owner, from New York to Antigua. The *Polly* was brought into New London for libel about May 1st. Among her papers are found Permit for John Stouport, master, and six seamen to leave New York with stores, provisions, etc., signed by Robert Digby on board his Majesty's ship *Assurance*, Rear Admiral of the Red, April 22, 1782; also her register, stating she was of 60 tons burthen, square sterned, and that she was a prize, formerly called *Polly*, taken by the armed sloop *Prince William Henry*, being at the time of seizure the property of some of his Majesty's Rebellious Colonies in North America, and sold by order of the Court of Vice Admiralty of New York, as appeared by certificate of the Marshal of said Court, dated March 1, 1782, said Register being No. 207, issued by the Superintendent's Office in New York. There is also a Ballast Clearance signed by Wm. Seton for the Superintendent of Police, dated April 19, 1782. Decree favoring captors.

On the 2d of May, 1782, Nicoll Fosdick, commander of the privateer *Randolph*, captured the brigantine *Alligator*, 100 tons, with a cargo of rum and salt. The *Alligator* had previously been the property of some of the subjects of the United States and had sailed from St. Croix on April 25, 1782, and on the 10th of April was taken by the British ship of war *Centurion* in the possession of whose people she was when taken by the *Randolph*. The *Alligator* was brought into New London for libel by Joseph Bell, prize-master of the *Randolph*, arriving May 2, 1782. The *Alligator* was originally owned by Joseph Gardiner and others of Boston, and was bound for Kennebec with lumber, and from thence to St. Croix. Nicoll Stodard

and Nathaniel Knowles of Boston were the only members of the original crew on board the *Alligator* when retaken, the others having been taken prisoners by the *Centurion*. The following instructions to the prize-master of the *Alligator* were issued by the Captain of the *Centurion*:

By CAPTAIN SAMUEL W. CLAYTON, *Commander of His Majesty's Ship the CENTURION*.

"You are hereby directed to repair on Board the *Alligator* Prize to his Majesty's ship under My command, and to take upon you the Charge & Command of the said Prize and Conduct her with all due care & expedition to New York, where you are to Moor her in safety and deliver her with an Inventory of her Masts, Yards, Boats, Sails, Rigging and all other furniture into the Charge and Custody of M^r Henry White, Merchant, in New York. Upon your arrival you are directed to inform the Commander in Chief of his Majesty's ships at the Port of it and where and when you parted from the *Centurion*, with all other necessary information you may have in your power to give. And so soon as the Prize is properly secured and delivered into the custody of Mr. Henry White, Merchant, in New York, you are to apply to the Commander in chief of his Majesty's Ships at the Port for his directions how to dispose of yourself and the men under your Command, and you are to punctually carry into execution his orders. You are to keep a constant good look-out in your Prize while you keep sight of the *Centurion* for signals, and constantly obey the undermentioned ones—

White Pendant,—where you can most easily see it, is—to come within Hail.

White Jack,—Fore Top Gall^t Mast head—For you to part company.

English Jack,—Fore top Gall^t Mast head,—For you to Tack.

English Jack,—Main Top Gall^t mast head—For you to bear away.

When you want to speak with me, hoist your colours at your Peak or Gaff or where I can but see them.

By night,—One light at Main Top, is for you to come within Hail. Two lights at Mizzen Peak, is for you to Part Company. If you want to hail me, show a light where best seen."

Given under my Hand on Board his Majesty's Ship *Centurion*, at Sea, this 25th of April 1782.

signed S. W. Clayton.

To. Mr. Godfrey Lewis
 Hereby appointed to Command
 the *Alligator*, Prize to his Majesty's
 Ship *Centurion*.
 Lat^d in 35...51 N.
 Long^d _____

Mr. M. Davit is to sell this prize.

S. W. Clayton."

(Decree granted libellant).

On the 27th day of May, 1782, Nicoll Fosdick, commander of the *Randolph*, in company with the brig *Hancock*, Lodowick Champlin, master, and the schooner *Eliza*, William Leeds, master, fell in with and captured the brig *William*, about 40 leagues S.E. of Sandy Hook. The *William* was, according to her registry papers, a square-sterned brigantine of about 60 tons, commanded by William Corson. She was a prize formerly of the same name, taken by William Swiney, Captain of his Majesty's ship *Assurance* and condemned by the Vice Admiralty Court at New York and there claimed as a recapture by Henry Thompson for Wm. Davenport of Liverpool, the former owner. The present owners (May 21, 1782) being Alexander Wallace, merchant, of New York. Christopher Vaill, Quartermaster on the *Randolph*, was prize-master in the *William*, and brought her into New London for libel on May 30, 1782. Decree granted libellant.

On the 20th day of June, 1782, Nicoll Fosdick, commander of the *Randolph*, while cruising on the high seas in Lat. 38 N. Long. 74 W., captured the sloop *Sea Nymph*, of 20 tons, Joseph Craithorne, master, bound from New York to St. Augustine, the property of enemies of the United States, and sent her into New London for libel. Libel dated June 26, 1782. The papers include the British clearance and Permit from New York, signed by Admiral R. Digby on board the *Centurion*, March 14, 1782, and the British printed Articles of Agreement signed by all members of the crew. Decree granted libellant.

On the 22d day of June, 1782, Nicoll Fosdick, commander of the privateer *Randolph*, while on a cruise fell in with and took the British privateer sloop *Prince William Henry*, in Lat. 38 N. Long. 74 W., bound from New York to Tortola in the West Indies, Henry Gilpin, master, and sent her into the port of New London for libel in charge of John Rider as prize-master, where she arrived on June 23d. With the *Prince William Henry's* papers are her ballast clearance, signed June 13, 1782, by Andrew Eliot, Superintendent of New York, and her register, which states that she was a square-sterned sloop, a prize claimed as a recapture and sold by order of the Vice Admiralty Court at New York, and registered there Nov. 12, 1781, by the same name, and that she was owned by John Ponsonby of New York, merchant. (Decree granted libellant.)

On the 4th of August, 1782, the privateer sloop *Randolph*, Nichol Fosdick, commander, while cruising, fell in with and captured two vessels in the Race between Fisher's and Gardiner's Island: the *Industry*, a sloop of about 30 tons, commanded by Job Howland, bound for New Providence with flour, onions and corn, and bearing proper commission, and the *Sukey*, a British privateer schooner of about 40 tons burthen, commanded by Benjamin Burgis, with her guns, tackle, apparel and crew. The *Industry* was a recapture, and Stephen Perry of the *Sukey* was her late prize-master, appointed by Captain Burgis of the *Sukey*. The *Industry* was chased on shore at Gardiner's Island, but was gotten off under the direction of Giles Chester, gunner of the *Randolph*, who, as prize-master, brought the *Industry* into New London for libel. Singleton Latham, who was Mate of the *Randolph*, brought the *Sukey* into New London for the same purpose. There were no papers found belonging to the *Sukey*. Decree awarded.

On the 10th of August, 1782, while cruising on the high seas, in Lat. 37° 30' N. Long. 70° W., Capt. Nicol Fosdick of the sloop *Randolph*, fell in with, seized and captured the 80 ton Brigantine *Greyhound*, commanded by John Watson (4 guns, 10 men), bound from New York to Penobscot, and laden with tobacco, sugar, apples, onions, &c., being stores for His Majesty's garrison at Penobscot, clearance papers being signed by Andrew Elliot, Superintendent, July 27, 1782, and a bond for £1,000, as security for delivery. The *Greyhound*,

according to her registry paper, was formerly the *Redmond*, taken by John Laughton, commander of the Letter of Marque Brig *Digby*, and condemned at New York, July 11, 1782. Henry Elliot was prize-master of the *Randolph* and brought the *Greyhound* into New London for libel, Aug. 14, 1782.

Total of 16 prizes.

RANGER, Brig.

Elisha Lathrop of Norwich, commander; commissioned Oct. 5, 1776. 2 guns and 10 men. Bonded for \$5,000 by Elisha Lathrop, Andrew Huntington and Jabez Perkins, all of Norwich; owned by Andrew Huntington & Co.

"To Capt. Joshua Huntington, in Camp near King's Bridge.

"Dear Brother: I wrote you last week by Capt. Osborn to let you know how much you and brother Jedediah would be concerned in fitting out the brig (*Ranger*) for the West Indies, —to carry two carriage guns and 6 swivels for defence, some horses, &c. I want your answer as soon as may be. I am your affectionate brother,

Andrew Huntington."

"Norwich, Oct. 7, 1776."

RANGER, Sloop.

Jasper Smith of Norwich, commander; commissioned Sept. 4, 1777. 4 guns, crew 30. Bonded for £1,000, by Jasper Smith, Gerard Fitch and Benj. Huntington, all of Norwich. Owned by Wm. Rockwell & Co. of Norwich. Witnesses, Wm. Hillhouse and James Wadsworth. (Vol. 12, p. 76, 196 Cont. Cong.) No other record.

RANGER, Brigantine.

Nathaniel Howard of Hartford, commander; commissioned Nov. 4, 1779. 8 guns and 20 men. Bonded for \$10,000 by Captain Howard, Ebenezer Barnard, Jr., and James Church, all of Hartford. Owned by James Church & Co. of Hartford.

Captain Howard and his crew, with the *Ranger*, were taken by the British on first cruise, but they were all exchanged and sent by a cartel into Stonington.

RANGER, Brigantine.

Ashbel Riley of Wethersfield, commander; commissioned May 25, 1780. 14 guns, crew 20. Bonded for \$5,000, by Ashbel Riley, Ebenezer Barnard, Jr., and William Nichols. Owned by Ebenezer Barnard & Co. of Hartford. Nov. 14, 1780, this brigantine, from Surinam ("belonging in Connecticut River") was taken by the British near Montauk and carried into New York.

RANGER, Galley.

Worthington Ely of Saybrook, commander; commissioned May 25, 1782. One gun, crew 15. Bonded for \$20,000 by Worthington Ely and Joseph Hart of Saybrook, and William Bull of Hartford. Witnessed by Asa Benton and Thos. Bull.

On the night of July 4, 1782, Captain Ely fell in with and captured a British vessel on Long Island Sound, commanded by one Willard, laden with British merchandise, from Long Island to Connecticut, and sent her into New London for libel. Claim submitted July 8, 1782. Inventory and cargo £300. Decree favoring captor was granted.

RANGER, Armed Boat.

Capt. Benjamin Durkee, according to New London Maritime Court Records, captured, on the 13th of November, 1782, near the harbor of New London, the British brigantine *Sally*, John Smith, late master, laden with provisions, lumber and forage, bound from Sag Harbor to New York, for supplying the British fleet and army. The *Sally* was tried for libel, Nov. 27, 1782, the case appealed by the owners of the brig but not allowed, and decree granted favoring captors.

RANGER, Schooner.

William Smith Scudder of Norwalk, commander; commissioned Oct. 30, 1778, by George Clinton, Governor of New York, dated at Poughkeepsie. Armed with "musquets" only, and navigated by 10 men. Owned by Captain Scudder, Jesse Brush, Ezekiel Wicks, Conklin Shadden, Jacob Conklin, Pier-son Brush and Simeon Crossman, all of Norwalk.

On Dec. 20, 1778, Captain Scudder and his crew made a raid on the enemy at Huntington Bay, Long Island, and seized a large quantity of British merchandise. Decree granted favoring captors, April 19, 1779. Complete papers in this case, including the commission of Captain Scudder, subpoenas, summonses, depositions, etc., on file with Fairfield County Maritime Court papers.

On Oct. 11, 1779, Captain Scudder had a combat at Cold Spring Harbor, Long Island, and captured the British sloop *Sally*, John McLean master, and brought her into Norwalk for libel. Decree granted (Fairfield Court).

Captain Scudder's Commission.

THE PEOPLE OF THE STATE OF NEW YORK,

By the Grace of God, Free & Independent,—To
WM. SMITH SCUDDER, *Esq*^r, Master & Commander of the
Armed Vessel called the *RANGER*, GREETING:—

We, Reposing especial Trust & Confidence as well in your Patriotism, Conduct & Loyalty as in your Valour & Readiness to do us Good & Faithful Service, Do at your Request Constitute & make said Vessel a private Vessel of Warr & also by these presents, constitute & appoint you the said W^m Smith Scudder Commander of the said Armed Vessel, & Do hereby authorize & Impower you the said W^m Smith Scudder to & with the said Vessel & her Company or Crew to Cruise on the Navigable Waters within this State & with Force of Arms to Seize upon, Take, Sink, Burn & Destroy all Ships Vessels & Goods Belonging to the Enemies of this & the other UNITED STATES OF NORTH AMERICA, & also to Seize & Take all Vessels & Goods liable to Confiscation, by the Laws of Warr, and the same when Taken We do hereby Require you to bring or send together with the Persons in whose Possession the same shall

be found into some port within the said UNITED STATES, & there proceed Against the same in a due Course of Law to Sentence & Condemnation for the use & Benefit of yourself & the other Captors According to such Articles as shall be agreed on between You & Them & we do further will, Require & Command you & your Company or Crew in all things to Govern Yourselves Respectively in the Execution of these presents according to such Instructions as shall from time to time be Given to you by the Persons Administering the Government of this our State.

IN TESTIMONY whereof we have caused our Seal for Military Commissions to be hereunto affixed. WITNESS our Trusty & Well Beloved GEORGE CLINTON *Esq*^r, our GOVERNOR of our STATE of NEW YORK, GENERAL & COMMANDER IN CHIEF of all the Militia & ADMIRAL OF THE NAVY of the Same, by & with the Advice & Consent of our Council of Appointment at Poughkeepsie, the 30th Day of October in the 3^d Year of our Independence, & in the year of Our Lord One Thousand Seven Hundred & Seventy Eight.

GEORGE CLINTON.

Passed our Secretary's Office Oct^o y^e 31st 1778.

ABR^m B. BANCKER, *Dep^y Sec^y*.

RATTLESNAKE, VIPER and SARATOGA, Armed Boats.

Captain Ebenezer Jones of Stamford was commissioned Dec. 17, 1781. Bonded for \$20,000, by Ebenezer Jones, John Davenport and James Cogswell, all of Stamford. The boats were owned by Ebenezer Jones. (Vol. 12, p. 85, 196 Cont. Cong.)

Captain Jones was a noted privateersman from Connecticut during the Revolutionary War. His repeatedly famous exploits in Long Island Sound were full of the relentless surprise and activity he so often and successfully pursued. His strategy was individually characteristic and his adversaries were unable to cope with his adroitness and naval skill in the management of his operations. The record of all his captures and prisoners will probably never be discovered, but many of them are found

particularly in the documentary Maritime Court evidence of Fairfield County.

Before receiving the above commission, he appears also to have been properly warranted and authorized as commander of the boats *Greenwich* and *Spitfire*, and the following are a few of his captures:

Aug. 9, 1780—British schooner *Sally*, Jared Bell late master. Libel proceedings Sept. 14, 1780, at the dwelling of Daniel Webb in Stamford. (Captured in company with Captain Hawley.)

October, 1780—British sloop *Tryon*, and tried in Fairfield Court, Nov. 21, 1780.

Oct. 17, 1780—British schooner *Anson*, and libeled at Fairfield.

October, 1780—British sloop *Fanny*, and tried at Fairfield, Nov. 7, 1780.

October, 1780—British schooner *Fly*, libeled at Fairfield.

October, 1780—British sloop *Dorset*, and tried at Fairfield.

January, 1781—British sloop *Polly*, tried at Fairfield, Jan. 19, 1781.

Feb. 4, 1781—British sloop *Jenny*, tried at Fairfield.

Feb. 4, 1781—British sloop, name unknown, tried at Fairfield.

Nov. 14, 1782—Two British vessels and the sloop *Good Luck*.

Dec. 20, 1782—British schooner *Peggy*, John Endito, late master.

Jan. 5, 1783—British sloop *Sally* and sloop *Betsey*, with large cargoes.

Mar. 4, 1783—Two British sloops and a schooner, with cargoes.

In June, 1780, he is recorded as capturing the British privateer *St. Andrew*, 6 guns, Isaac Ketchum late master.

A total of 19 recorded prizes. His crew lists are not available.

RAVEN, Schooner.

Gideon Olmsted of Hartford, commander; commissioned Sept. 16, 1780. 10 guns and 40 men. Bonded for \$20,000 by Gideon Olmsted, Abraham Miller and Aaron Olmsted, all of Hartford. Owned by Miller, Olmsted & Co. Witnessed by John Pitkin and John Pitkin, Jr. (Vol. 12, p. 90, 196 Cont. Cong.)

On Sept. 11, 1780, the Connecticut Courant advertised the *Raven* as "now lying at Rocky Hill in Wethersfield, will sail for a six weeks cruise within five days. A few gentlemen seamen are wanted if they apply to the commander on board within the above time."

On May 2, 1781, Capt. Gideon Olmsted brought in the British brig *Sea Nymph*, John Hellyer late master, taken off Sandy Hook, from Cork, with provisions for the British army.

On May 5, 1781, he sent another brig into Philadelphia.

On June 5, 1781, Captain Olmsted captured the British schooner *Fanny*, Donald James Brooks, late master, in Lat. 38° N. Long. 73° W., as evidenced by libel papers on file with Hartford County Maritime Court records. Archelaus Barker was prize-master and brought the *Fanny* to Hartford and notified the agents, Miller & Olmsted, for the captors. The *Fanny's* commission forms part of the budget.

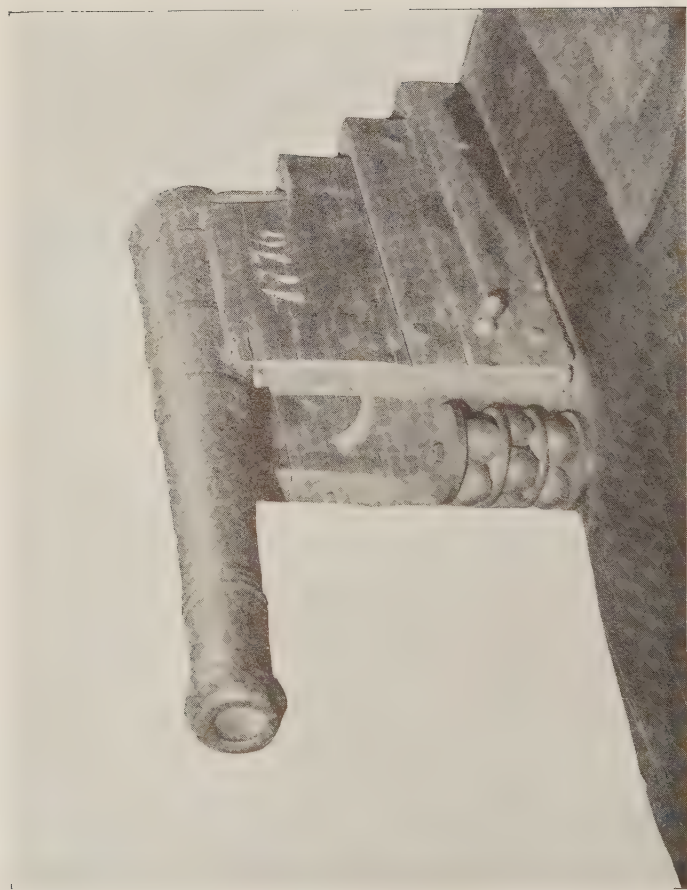
On the next cruise the *Raven* was commanded by Captain Giles Hollister of Glastonbury, and bonded by the captain and the same owners. Bond witnessed by William Henshaw and David Lyman. (Vol. 12, p. 88, Cont. Cong.) Captain Hollister's commission was dated June 19, 1781. Whether any prizes were taken under his command has not been discovered. If there were any captures they were sent into other ports than Connecticut.

On the next cruise the *Raven* was placed under the command of Stephen Buckland of Wethersfield. Bonded for \$20,000 by Captain Buckland, James Tiley and Charles Merrill, and still owned by Abraham Miller & Co. of Hartford. Witnesses, Moses Robins and John Trumbull. (Vol. 12, p. 86, Cont. Cong.) Captain Buckland's commission dated March 6, 1782. The *Raven* after obtaining her crew in March, immediately sailed, but was captured April 8, 1782, by the British brig *Perseverance*, Captain Ross, and sent into New York.

REBECCA, Sloop.

Daniel Goffe Phipps of New Haven, commander; commissioned June 12, 1780. 6 guns and 36 men. Bonded for \$10,000 by Daniel Goffe Phipps and Jesse Leavenworth, and owned by Jesse Leavenworth of New Haven. Witnessed by Samuel Bishop and Jonathan Fitch, all of New Haven. (Vol. 12, p. 96, 196 Cont. Cong.)

Late in the year 1760 the British frigate *Southerland* was firing a salute in the harbor of Halifax on the occasion of the coronation of George III. One of the British officers was Lieut. Solomon Phipps, who was standing on shore waiting for a boat to take him aboard the *Southerland*. By the neglect of a gunner, one of the balls had not been drawn from its gun as was the custom on entering port, and this shot struck and instantly killed Lieutenant Phipps. At the time, he had hold of the hand of his son, a lad about seven years of age. The boy's name was Daniel Goffe Phipps, whose mother Abigail Goffe was a descendant of Thomas Goffe, a magistrate of the Colony of Massachusetts Bay in 1629. The boy was born in Boston, July 13, 1751. About 1772 he went to New Haven, and later married a sister of Ebenezer Townsend, owner of the ship *Neptune*, which made the famous voyage in 1796-1799. Captain Phipps began his sea life early. His first voyage or cruise was on the Massachusetts Colony sloop *Liberty*, owned by John Hancock. Captain Phipps served throughout the Revolutionary War, and in portions of his journal and other papers now in possession of Miss Lina M. Phipps of New Haven, gives stirring accounts of capture and escape, meeting and combat, and of prizes lost and won. He was twice taken prisoner by the British. During his naval career he appears to have been as much in southern waters as near Connecticut. While returning from the West Indies, in the summer of 1775, Captain Phipps was chased by a British frigate from Cape May to Block Island, where he was finally captured and taken to Boston as prisoner. From the frigate he made his escape and returned to New Haven, and after recovering from a long illness, he entered on board the Connecticut ship *Defence*, Capt. Smedley, in 1778, and was on southern cruise in that vessel when the British ship *Cyrus* was taken. Returning from this



GUN FROM THE CONNECTICUT PRIVATEER "NANCY," CAPTAIN PHIPPS

New Haven Historical Society

cruise, he took command of the *Nancy*, a brigantine formerly belonging to the Tory Joshua Winslow of Boston, which was seized by Capt. Robert Niles of the schooner *Spy*, in July, 1775, while lying in Stonington harbor (see Colony schooner *Spy*), brought into Norwich, condemned as lawful prize, and sold to the Congress for use in the Continental Navy as an armed victualler. Captain Phipps made voyages in the *Nancy* to Boston and the South Atlantic seaboard, under orders from Congress in 1779. On May 19, 1779, he arrived at Stonington, 12 days from Charleston.

Captain Phipps made many reports to the Marine Committee of Congress; among them is his Report No. 10, which, in part says: "I take this opportunity of letting you know of my safe arrival at this place (New Haven) after 3 days cruising in the Sound, the winds not permitting me to come directly up according to your orders, in which time I ran athwart a small cruiser which was boarding one of our vessels, but she having the wind, made her escape, but the sloop I got clear. On my arrival I proceeded according to your desire but found it difficult to get men, with the guns I had on board. I have borrowed a pair of double fortified 3 pounders of the town, which I have given bond for to replace in case of accident."

Captain Phipps is credited with the capture of the British ship *Eunice*. One of the *Nancy's* guns is at the New Haven Colony Historical Society. In 1782 he commanded the schooner *Betsey*, in which he made a voyage to St. Kitts (Conn. Gaz. N. L. Aug. 2, 1782.) Daniel Goffe Phipps was also 2nd Lieutenant in the Continental Navy, on board the frigate *Trumbull*. No definite records of captures are discovered as being made while in command of the *Rebecca*.

RECOMPENSE, Galley.

John Wilkinson, commander; commissioned July 5, 1782. 1 gun, crew 20 men. Bonded for \$20,000 by John Wilkinson, Isaac Spencer, Jr., and Thomas Smith, and owned by Isaac Spencer & Co. Witnessed by Anna Southmayd and Hannah Spencer.

On July 18, 1782, while cruising in Long Island Sound, this galley captured off East Guilford a British vessel with a quantity of contraband merchandise, per inventory attached to papers filed with libel in the New London Maritime Court, being an illicit trader with the enemy. Decree awarded captor. William Thompson was First Lieutenant of the *Recompense*, his commission being signed by Jonathan Trumbull, July 5, 1782. Copy is also on file.

During the same month Captain Wilkinson took a boatload of British goods and a small British sloop. Claim allowed in Court, Aug. 13, 1782.

RECOVERY, Ship (200 tons).

Samuel Smedley of Fairfield, commander; commissioned Feb. 18, 1780. 16 guns, crew 120. Bonded for \$20,000, by Samuel Smedley, John Grinnell and Jos. Williams. Owned by Joseph Williams & Co. of Norwich. Witnessed by Gurdon Saltonstall and David Manwaring. (Vol. 12, p. 103, C. C.)

The Connecticut Gazette of New London for Feb. 23, 1780, contained the following:

"The Privateer Ship RECOVERY, commanded by Samuel Smedley is now completely ready for sea. All those that have engaged to go on the cruise are desired to repair immediately on board."

On March 29, 1780, the same paper contained the following announcement:

"Capt. Smedley captured the British sloop Hope, George Lovie late master, from St. Kitts to New York, with 84 poncheons of Rum. The prize left the ship the 14th of March."

The life of the American privateer ship *Recovery* was of but short duration, as the following complete history of her service and seizure shows. She was taken by *H. M. S. Galatea*, Capt. James Reid, March 23, 1780, and carried into New York. (See Libel and Crew List following, and depositions.)

Capt. Samuel Smedley had been in the State naval service since the beginning of the Revolutionary War, first as a Lieutenant, and later as Captain of the ship *Defence* (q.v.), and had taken many prizes. He was probably the youngest com-

manding officer in the Naval Service from Connecticut. (See also *Hibernia*.)

According to a letter written to Governor Trumbull and the Council of Safety by Dr. Henry White, dated Oct. 26, 1780, he entered and went from New London in this ship, as Surgeon. Dr. White was taken prisoner to New York, lost his clothes and all his instruments and was finally exchanged. His petition for remuneration was negatived in the Lower House. During the early part of the war he was a refugee from Long Island to Connecticut.

Province of New York Court of Vice Admiralty	To the Worshipful Robert Bayard Esquire, Judge of the Court of Vice Admiralty for the Province of New York.
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(Ship *Recovery*, Privateer)

John Tabor Kempe Esquire his Majesty's Advocate General for the Province of New York and by the Relation of James Reid Esquire Captain and Commander of his Majesty's Ship of War the *Galatea* on behalf of himself and the other officers and Crew of his Majesty's said Ship of War, and all others interested therein comes here into this Court of Vice Admiralty for the Province of New York this Twenty seventh day of March in the year of Our Lord one thousand seven hundred and eighty and by the Relation of aforesaid giveth the Court here to understand and be informed that on or about the Twenty third Day of March Instant in the Latitude of thirty nine Degrees North, and in the Longitude of seventy three Degrees and Ten minutes West from the meridian of London on the high seas and within the Jurisdiction of this Honorable Court he the said James Reid with his Majesty's said Ship of War then under his Command did pursuant to the statute in such Case lately made and provided seize and take a Certain Ship or Vessel called the *Recovery* of the burthen of about Two hundred Tons together with her Apparel Furniture Ammunition Stores and Provision and everything else on board the same; the same Vessel being Manned at the time of the said Capture with ninety-five Men Officers included, and armed with Sixteen Cannon carrying shot of Six Pounds weight and otherwise fitted out in a Warlike manner under the Command

of one Samuel Smedley and Commissioned as a private Ship of War by the Persons stiling themselves the Delegates of the United States of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, Rebels to our Lord the King to cruize against the Vessels and Effects of his Majesty's liege Subjects, and hath brought the same into this Port of New York in order to have the same legally adjudged. For that the said Ship or Vessel and the Apparel Furniture Ammunition Stores and Provision thereof and everything else on board the same Vessel seized and taken as aforesaid at the time of the said Capture and Seizure belong to some Person or Persons Inhabitants of the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the three lower Counties of Delaware, Maryland, Virginia, North Carolina, and Georgia, or some or one of them. Whereby and by force of the Statute in such Case lately made and provided the said Ship or Vessel the *Recovery* with all her Apparel Furniture, Ammunition Stores and Provision thereof and every thing else on board the same Vessel seized and taken as aforesaid, is become forfeited to his Majesty as if the same were the Vessel and Effects of open Enemies, and by reason of the Premises and by Virtue of the said Statute in such Case lately made and provided the sole Interest and property of and in the same Ship or Vessel with her Apparel Furniture Ammunition Stores and Provision and every thing else on board the same Vessel liable to Forfeiture as aforesaid (the same being first adjudged lawful Prize pursuant to the Statute aforesaid) is granted to and vested in his Majesty's Flag Officers Commanding in his Fleet in North America the said James Reid and in the other Commissioned Officers of his Majesty's said Ship of War, and the Seamen, Marines and Soldiers on board the same to be divided among them in such Proportions and after such manner as his Majesty hath been pleased to direct by his Royal Proclamation in pursuance of the Statute in such Case lately made and provided, Wherefore the said Advocate General at and by the Relation aforesaid humbly prays that by the Degree and Sentence of this Honorable Court the said Ship or Vessel the *Recovery* her Apparel

Furniture Ammunition Stores and Provision and everything else on board the same Vessel liable to Forfeiture may be adjudged and Condemned as lawful Prize pursuant to the said Statute in such Case lately made and provided, to be divided as aforesaid among the Captors and all others lawfully interested therein by reason of the Premises.

J. T. Kempe,
Advocate General.

[Endorsed]

NEW YORK COURT OF VICE ADMIRALTY

The Adv ^{te} Gen ^l ex rel: of	} Libel filed the 27 March 1780
James Reid Esq	
vs.	
Priv ^r Ship Recovery	

(1) A printed form endorsed Letter of Marque Ship *Recovery's* Commission (1) not copied.

(2) A printed form endorsed the Adv: General	} Mon[ition]
ex rel James Reid	
Esq. v.	
Privateer Ship	
not copied Recovery	

Public Record Office, London.

Prize Papers.

Adm. Court 443.

New York Court of Vice Admiralty

The Advocate General	} Dep
Rel: James Reid Esq.	
v.	
Priv: Ship Recovery	} Inter:

The Deposition of Samuel Smedley sworn & examined on Behalf of our Sovereign Lord the King in the Cause of John Tabor Kempe Esquire his Majesty's Advocate General for the Province of New York at & by the Relation of James Reid Esquire Captain & Commander of his Majesty's Ship of War the *Galatea* on Behalf of himself and the other Officers and Crew of his Majesty's said Ship of War and all others inter-

ested therein against the Privateer Ship *Recovery* her apparel & Furniture or taken upon the Standing Interrogatories filed in this Court.

1. To the first Interrogatory this Deponent saith, that he was born in Connecticut—that he has lived there for seven years last past—and that he is a subject of the United States of America.

2. To the second Interrogatory this Deponent saith that he was present at the taking of the Privateer Ship *Recovery*.

3. To the third Interrogatory this Deponent saith that the said Ship *Recovery* was taken off Sandy Hook on the twenty-third Day of March instant—that she was taken as Prize because she was American Property—that she sailed under American Colours, and that she was so seized by his Majesty's Ship of War the *Galatea*.

4. To the fourth Interrogatory this Deponent saith, that he was the Commander of the said Ship *Recovery* when she was taken—and that he was appointed to the Command of the same by Joseph Williams and Company.

5. To the fifth Interrogatory this Deponent saith that the said Ship is of the Burthen of one hundred & fifty Tons—that there were ninety-five men Officers included on Board of the said Ship when she was taken—that they are chiefly Americans & that the Crew of the said Ship were shipped in New London in Connecticut.

6. To the sixth Interrogatory this Deponent saith that the said Ship was built in Rhode Island—that he has known her about six months & that he saw her first at Norwich in Connecticut.

7. To the seventh Interrogatory this Deponent saith that the name of the said Ship is the *Recovery*—and that she was on a cruize to seize & take the Ships, Vessels and Effects of British Subjects when she was taken.

8. To the eighth Interrogatory this Deponent saith that he cannot materially depose.

9. To the ninth Interrogatory this Deponent saith that the said Joseph Williams and Company were the Owners of the said Ship *Recovery* when she was taken, and that the said crew are Inhabitants of Connecticut.

To the 10, 11, 12, 13, 14, 15 Interrogatories this Deponent saith that he cannot materially depose.

To the 16 Interrogatory this Deponent saith, that the Paper No. 1 now shown him was found on Board of the said Ship *Recovery* at the time of her Capture, and that he did not destroy or conceal any Papers or Letters.

To the 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Interrogatories this Deponent saith that he cannot materially depose.

To the 31st Interrogatory this Deponent saith, that the said Ship *Recovery* mounted Sixteen Six pounders when she fell in with his Majesty's said Ship the *Galatea*, and that the said Ship was commissioned by the Continental Congress to seize & take the Ships Vessels & Effects of British Subjects.

To the last Interrogatory this Deponent saith that he cannot materially depose.

Taken the 31 March 1780.

D. Mathews Reg.

S. Smedley.

[Endorsed]

New York Court of V. Adm.

The Advocate General	} Dep.
ex Rel James Reid Esq.	
v.	
Priv: Ship Recovery	
	on
	St ^g
	Inter

Adm. Court. Prize Papers 443.

Province of New York

Court of Vice Admiralty.

Samuel Brooking Lieutenant on Board of his Majesty's Ship of War the *Galatea* commanded by James Reid Esquire, being duly sworn deposeth and saith that on or about the twenty-third day of March last in the Latitude of thirty-nine Degrees North and Longitude Seventy-three & ten East his Majesty's said Ship fell in with and seized as Prize, a certain Ship call'd the *Recovery* of the Burthen of Two hundred Tons or thereabouts.

That the papers now lodged by him the Deponent in the Registry of this Court were found on Board of the said Ship

Recovery at the time of Capture, and that no other Papers, Books or writing have been since found on Board of the same to his Knowledge and Belief—and that the said Papers are lodged in the same state they were found and received from on Board of the said Ship *Recovery* without any Fraud, Addition, Subduction, or Embezzlement.

Sam^l Brooking.

Sworn this 27th Day of
March 1780.

Rob^t Bayarde

Public Record Office.

Adm. Muster Books

Ser. 1, 8225.

H. M. S. Galatea

A List of American Prisoners Victual'd at 2/3^d Allowance

Entry Year SHIP RECOVERY, PRIVATEER

21st Mch 1780 Sam^l Smedley Comd'r

James Angel 1st Lieut

W^m Reed 2d Lieut

Elip^h Smith

John Carty

John Norcut

W^m Playmont

John Watson

Ransf^d Rese

Rob^t Hibbs

Judah Spooner

Em^l Boyce

Henry White Surgeon

Chancey Graham

James Dobloug

Walt^r Parsons

Eph^m Herrick

John Larcum

Ebn^r Hyde

Will^m Torry

Benjⁿ Osborne

Rosman Lawrence

Joseph West

Note:

All delivered to

Prison Ship at

New York

March 24-29, 1780

SHIP RECOVERY, PRIVATEER

John Rose
 Allen Nicolas
 Henry Rogers
 Ebn^r Johnston
 Isaac Wrisby
 Edw^d Morris
 Jon^a Stokes
 Malbury Pain
 Sanson Hodges
 Gideon Allan
 Jn^o Woodbury
 John Dyer
 Seth Roberts
 Sam^l Mason
 Jn^o Manning
 Nath^l Walker
 Sam^l Hursgies
 Tho^s Hinder
 Elias Hopkins
 Jabez Rockwell
 Darius Brewster
 Darius Waterman
 Stephen Omsbury
 Stephen Pain
 Will^m Parish
 Roger Edgerton
 Elep^t Omsbury
 Nath^a Bingham
 Ab^m Carrington
 Isaac Lewis
 John Weatherly
 James Tart
 John Jacosell
 John Jones
 Dan^l Bennett
 John Saunders
 Sudder Gold
 Mathew Fergo

Note:

All delivered to
 Prison Ship at
 New York
 March 24-29, 1780

SHIP RECOVERY, PRIVATEER

Saunders Purnham
 Daniel Molton
 Jere^h Cannon
 Thomas Staples
 John Pond
 Stephen Waterman
 John Clarke
 Francis Allen
 Elijah Spencer
 Conklin Shadden
 Eben^r Chever
 Charles Hunt
 Sam^l Sebra
 John Courtney
 W^m Collins
 John Day
 James Nasbett
 Charles Smith
 John Barker
 W^m Love
 Joel Martin
 Ben^j Cuthbert
 Phileman Tucker
 Tim^o Goodwin
 Joseph King
 James Terry
 Chest^r Waterfield
 Will^m Floyd
 John Duggan
 Peter Obien
 Tho^s Watkins
 Eugene Sullivan
 John Horthorep
 John Goodson
 Will^m Jones
 Edw^d Jackson
 Murphy Prince
 Charles Prince

Note:

All delivered to
 Prison Ship at
 New York
 March 24-29, 1780

SHIP RECOVERY, PRIVATEER

John Knowles
 Rob^t Renton
 John Flanders
 Elesha Thatcher
 Joseph Roberts
 Thomas Niel
 Stephen Bunker
 Jobb Crossman
 Luthar White
 Israel Culver
 James Lovey
 Tho^s M^cMaster

Note:
 All delivered to
 Prison Ship at
 New York
 March 24-29, 1780

J. Reid	Captain
Jam ^s Murray	Master
Robert Hope	Purser
John Harris	Boatswain

REFUGEE, Armed Boat.

Jonathan Salmon, commander, duly commissioned by Gov. Trumbull, made a raid on the British camps on Long Island with his crew in November, 1778, and seized a herd of cattle, succeeding in getting them to Connecticut, where libel was acted upon in his favor in New London Maritime Court, Nov. 25, 1778.

REGULATOR, Galley.

Seth Overton, commander; Daniel Cheney, lieutenant; commissioned July 18, 1781. 4 guns and 16 men. Bonded for \$20,000, by Seth Overton, Daniel Cheney and David Bates of Chatham. Owned by David Bates & Co., Chatham. Witnessed by John Porter and Benj. Snow. (Vol. 12, p. 104, 196 Cont. Cong.)

On Sept. 26, 1781, Captain Overton captured the British vessel *Restoration* and her cargo of arms, between Long Island and the Connecticut shore, and libeled his prize in Hartford

County Maritime Court, Oct. 12, 1781, per papers on file.
Decree allowed captor.

RESOLUTION, Brigantine.

Peleg Eldred, commander; commissioned June 23, 1781. 10 guns and 20 men. Bonded for \$20,000 by Peleg Eldred, Edward Hallam and David Trumbull. Owned by Jonathan Waldron & Co., and witnessed by John Porter and Joseph Abel. (Vol. 13, p. 1, 196 Cont. Cong.) No other record.

RESTORATION, Sloop.

Elisha Hart of Saybrook, commander; commissioned May 10, 1781. 10 guns, 30 men. Bonded for \$20,000 by Elisha Hart, William Bull and Jeremiah Pratt, and owned by William Hart & Co. of Saybrook. (Vol. 13, p. 10, 196 C. C.) This vessel was driven ashore at Hampstead, Long Island, while on first cruise, and taken by the enemy Aug. 6, 1781.

In February, 1781, Captain Hart, according to records discovered, appears to have been in command of the sloop *Retaliation* on voyage to West Indies, and was forced to put into Bermuda, having sprung a leak. His vessel was taken by the enemy and he was sent a prisoner into South Carolina. (See *Retaliation*.)

RETALIATION and RESTORATION, Armed Boats.

David Hawley of Stratford, commander. Bonded for \$20,000. 1 gun and 10 men each, and commissioned March 16, 1781, by Gov. Trumbull. His "Instructions" are also of the same date. Captain Hawley was prominent in the naval service during the entire conflict. (See *Guilford, Schuyler, Royal Savage*). He was taken prisoner several times, and after being taken with the State sloop *Schuyler* in 1777, he was again exchanged, and continued his service as a privateersman in Long Island Sound, in command of the *Guilford*, until she fell prey.

to the British in New Haven harbor in July, 1779, when he escaped capture and fitted out a flotilla of armed boats by warrant authority, and before being commissioned as above.

In November, 1779, he commanded a voluntary party of 20 men from Stratford and vicinity, crossed the Sound and brought back from Long Island, Thomas Jones, Esq., of Suffolk County, one of the Judges of the Ministerial Supreme Court of the Crown, and delivered him up as a hostage.

The next spring (April 20, 1780) he went from Fairfield with 3 armed boats under his command, to Blue Point, L. I., and captured eleven sail of British and Tory vessels, all of which he either destroyed or ransomed, except four, which he brought back to Fairfield and libeled. One of the latter was richly laden with West India goods. On April 6, 1780, in company with Capt. Elisha Elderkin, in an armed whaleboat belonging to John Clark of Fairfield, he captured the Tory sloop *Sally*, Charles Penny late master, 30 tons, with a cargo of rum, molasses, beef and pork, and received favorable decree in Court.

On Aug. 13, 1780, in company with Capt. Ebenezer Jones he took a Tory sloop commanded by Jared Bell, and again, Oct. 15, 1780, partook in the capture of the sloop *Dorset*.

Under his last commission he was especially active in the Sound and performed important naval service in the prevention of illicit trade, seizing and libeling many boats and cargoes in the Fairfield Court.

During his several exploits, first and last Captain Hawley is credited with the capture of over 20 sail of enemy craft during the Revolutionary War.

RETALIATION, Sloop.

Elisha Hart of Saybrook, duly commissioned by Governor Trumbull June 22, 1780, is recorded as having been on a cruise off Sandy Hook, Sept. 9, 1780, where he recaptured the sloop *Patience*, from Providence (which had been taken by the British privateer *Lord Dunmore* of 32 guns, bound from London to New York). He also recaptured a sloop belonging to Nantucket which had been taken by *H. M. S. Richmond*, frigate.

Both prizes, however, went ashore at Montauk Point. Captain Hart also took an armed sloop and two small sloops under convoy of the *Richmond*, from New York to Fire Island Inlet. The last three arrived in port as prizes on Sept. 30, 1780. Captain Hart captured a British sloop with 47 officers and men of a New Jersey detachment in the British service, who were going to relieve a guard near Sandy Hook. In February, 1781, however, while on southern cruise, he was captured near Bermuda and taken into South Carolina. The *Retaliation* had a battery of 12 guns and a crew of 50 men. Bonded for \$20,000 by Elisha, Joseph and William Hart of Saybrook. Capt. Wm. Havens of New London was given first command of this privateer May 6, 1780, under bond of £2,000, but no captures are discovered while under his command.

RETALIATION, Armed Boat.

On Nov. 11, 1777, Thomas Scranton, commander, filed libel (in company with Capt. Richard Deshon of the armed boat *General Mifflin*) against a British sloop captured by these privateersmen, and brought into Stonington.

RETALIATION, Sloop.

Azariah Whittlesey of Saybrook, commander; commissioned August 16, 1779. 10 guns, 50 men. Bond, \$5,000. Bonders, Azariah Whittlesey, Oliver Huntington and James Clark. Owned by William Hart & Co. of Saybrook. (Vol. 13, p. 19, 196 Cont. Cong.)

Whether this was the same vessel as was later commanded by Captain Havens and Captain Hart is not certain, as her battery is credited with but 10 guns.

Captain Whittlesey, on March 22, 1780, captured a large British brig laden with oats, from Ireland to New York, eleven weeks out, and sent her into Newport.

On Sept. 8, 1779, in company with the *Young Cromwell*, he captured the British brig *Walpole* and the brig *Endeavor*.

RETALIATION, Armed Boat.

William Johnson, commander of this armed boat, captured the British privateer *Hawke*, Oct. 1, 1781, 60 tons burthen, 4 carriage guns, Benjamin Andrews, late master, while transporting wood from Huntington, L. I., to New York, for the British garrison. Decree allowed captor.

RETALIATION, Schooner.

Asa Fuller of Middletown, commander, duly commissioned by Governor Trumbull, is recorded in the Hartford County Maritime Court as having captured the British schooner *True-love*, 50 tons burthen, Charles Moulton late master, on the 11th of May, 1778, according to libel and other papers on file, and decree awarded captor.

He also captured the British sloop *Liverpool*, 45 tons, Jabez Cobb late master, with cargo of sea coal, on April 17, 1778, in company with Capt. Joshua Griffith, with the schooner *Fessey*. The *Liverpool's* papers and permits from Halifax, are on file. Decree awarded captors. Asa Fuller was born at Colchester in October, 1733, and died at Rome, N. Y., Aug. 30, 1811. He married Mary Goodwin of Middletown, Oct. 17, 1762.

REVENGE, Sloop.

Joseph Conkling of Groton, commander; commissioned Oct. 23, 1776. 10 guns, crew 80 men. Bonded for \$5,000, by John Hudson of Saybrook, Nathaniel Shaw, Jr., of New London, and Joseph Conkling of Groton. Owned by Nathaniel Shaw, Jr., of New London, and witnessed by Pierpont Edwards and Ralph Isaacs of New Haven. (Vol. 13, p. 24, 196 Cont. Cong.)

The first reference to the exploits of this privateer thus far discovered, is when she was under the command of Capt. Joseph Sheffield of Stonington, in February, 1777. Captain Sheffield arrived in Boston Tuesday, Feb. 18th, 1777. On the 20th of January, in Lat. 13, L. 56, he fell in with two large ships, the *Thames* and the *Sarah*, from Liverpool to Barbadoes, each

of which mounted 14 six-pounder guns. Both of them he attacked, and after an engagement which lasted four hours, he boarded the *Thames* and obliged her to strike. Captain Sheffield manned his prize and sent her into Boston. The *Sarah* got away.

On May 22, 1777, while under the command of Captain Conkling, she captured and sent into Bedford in Dartmouth, Massachusetts, a British schooner with 7000 gallons of rum, which he fell in with on her passage from Dominica to Halifax. Some time before that date he took another schooner laden with fish, bound from Halifax to the West Indies, which he sent into Guadaloupe, where he sold his cargo.

In September, 1777, Captain Conkling captured the ship *Amherst*, Jacob Loran late master; the British brigantine *William*, Henry Davis late master; and the British schooner *Halifax*; all condemned as his prizes and favorably decreed in New London Maritime Court held in October, 1777. He also assisted in the capture of the *Lovely Lass*, Captain Wade, on May 1, 1778.

On July 23, 1778, the *Revenge* was re-commissioned under the command of Capt. Nathan Post of Saybrook, under bond of \$10,000. The ownership remained the same, but her battery was increased to 12 guns. There were 80 men in the crew.

On June 13th, the *Revenge* is credited with a British schooner taken off Sandy Hook, with a cargo of tobacco.

On June 18th she brought into New London the British brig *Neptune*, Captain Dorset, with a cargo of indigo and lumber, taken June 15th about 2 leagues from Sandy Hook. She appeared to be originally from North Carolina, being cleared out for Holland, with the Honorable Lewis Henry De Rosset on board, one of the King's Council, who was ordered home, and who had purchased the brig *Neptune* and had sailed for England but was taken by a British cruiser and afterwards retaken and carried into Salem, where, compromising matters with the captors, he repurchased the vessel and shipped Captain Dorset and a number of sailors on board—all British prisoners—and cleared out for North Carolina, but frankly expressed his intention of going to New York in order to pursue his first plan of going to England.

By the Commissioners for Executing
the Office of Lord High Admiral of
Great Britain and Ireland, &c.

WE do hereby license *Charles Bantlin* Master
of the Ship *True Love* of the Burthen of
50 Tons, or whoever else shall go or be Master of the
same during the Voyage hereinafter expressed, the said Ship being
laden with Provisions for the Use of His Majesty's Fleets, Armies,
or Garrisons, or the Inhabitants of any Town or Place garrisoned
by His Majesty's Troop, to proceed with the said Ship from the
~~River of Thames~~ *to the Port of New York*
or any other Town or Place, or to which it is garrisoned or
possessed by any of His Majesty's Troop, and not elsewhere;
and to return from thence with the said Ship to Great Britain
or Ireland. This License is to hold and be in Force from
the Day of the Date hereof, until the *31st* Day of
August next ensuing. The said Ship to take and
have on board the Provisions following, that is to say,

40 Tons of Flour

Given under our hands and the Seal of
the Office of Admiralty, the 17th September 1777.

(S)

We the King's Officers, Captain
Commanders, and other Commissioned
Officers of His Majesty's Ships and
Boats. And also to all other whom
these Privileges shall or may concern.

(By command of their Lordships

Amiralty

Randwich

Greaves

Ballinger

80

On July 1, 1779, in company with the *Washington* and *Gates*, privateers, she brought in the British ship *Otter*, Captain Forbes, 200 tons, from Liverpool bound to New York, taken near Sandy Hook. Her cargo amounted to £3,000 sterling.

In August, 1779, Captain Post took the British brigantine *King George*, 14 guns, Stanton Hazard late master. Also the privateer sloop *Mosquito*, Neil McNeil late master, 14 guns, owned in New York, and from St. Augustine. (Court, Aug. 17, 1779.)

On August 28, 1779, Captain Post captured the British brig *Eliot*, from London to New York, Francis Squires late master, and cargo of flour and merchandise (in company with the *Argo*).

On the same day he took the British sloop *Adventure*, Thomas Jackson late master, from Tobago.

The command of the *Revenge* appears to have been transferred to Capt. Timothy Parker in September, after the latter had been exchanged and returned to New London, for on Sept. 29th, 1779, record shows that the *Revenge*, under Captain Parker, while cruising in the Sound near Oyster Bay, captured the 14 gun English brig *Rogers*, Townsend late master, in company with the *Defiance*, Capt. Thomas King, the *Experiment*, Capt. Nathan Sage, the *Retaliation*, Capt. Azariah Whittlesey, and the *Sally*, Capt. Seth Warner,—and brought the *Rogers* into Connecticut River for libel; at the same time they captured the British sloop *Two Brothers*, 40 tons, Fitch Rogers late master, mounting 6 guns; also the British sloop *Clarissa*, 40 tons, Nathaniel Hubbard late master, and the Bermudian built sloop *Juno*, 100 tons, John Leek late master. All four prizes were sent into Saybrook and duly libeled. Decrees favorably granted in Hartford County Maritime Court, where the papers are on file.

It also appears that Capt. Elisha Hinman was given command of this vessel for a short cruise.

(19 prizes in all.)

REVENGE, Armed Vessel.

Elijah Champlin, Jr., commander, assisted in the capture of the British brig *Venus*, Samuel Duan late master, in Octo-

ber, 1778, per New London Maritime Court records. Decree awarded captors Nov. 25, 1778.

Captain Champlin also captured the sloop *Success*, John Fish late master, her cargo, etc., per libel and decree granted July 30, 1778.

He also captured the British sloop *Polly*, Joseph Warren late master, in April, 1779, and brought the prize into New London for libel, and award granted in Maritime Court, April 28, 1779.

REVENGE, Armed Boat.

John Shipman, 2d, commander (of Saybrook), captured sundry British goods and merchandise, taken on Long Island within the British lines, Jan. 29, 1779, and libeled same in New London Court, March 4, 1779. Decree awarded. He made various other raids and captures of a similar nature at different times.

REVENGE, Armed Boat.

Amos Judson, commander, duly commissioned by Governor Trumbull, captured the British sloop *Rising Sun*, Abel Walker late master, in the harbor of Sachem's Head, with cargo of salt, rum, etc., taken April 7, 1781, per libel papers on file in Hartford County Maritime Court records. There are several depositions in the case.

In July, 1781, he also participated in the capture of the British schooner *Swordfish*, a retaken vessel. (See libel proceedings, Aug. 30, 1781, Hartford County.)

RICHARD, Sloop.

Lodowick Champlin of New London, commander; commissioned March 28, 1780. 6 guns, crew 14. Bonded for \$3,000 by Lodowick Champlin, Samuel Mather and Joseph Hart, and owned by John McThorday. Witnesses, Gurdon and Mary Saltonstall. (Vol. 13, p. 43, 196 Cont. Cong.)

This sloop was apparently an armed victualler, as by reference to the Records of the General Assembly, April 1779 Session, Nathaniel Shaw and Abijah Beebe, both of New London, had purchased, for shipment to New London, a large consignment of grain, beef, pork, etc., at Wethersfield, and petitioned for a pass in order to proceed to destination. Abijah Beebe was master of the *Richard* prior to the above commission. No record has been discovered of any captures.

RIGHT & JUSTICE, Sloop.

Daniel Scovel of Farmington, commander; commissioned July 18, 1780. 8 guns, crew 30. Bonded for \$20,000 by Capt. Scovel, Justus Riley and John Wright of Wethersfield. Owned by Justus Riley and John Wright. Witnessed by Samuel W. Williams and Ezekiel Williams. (Vol. 13, p. 49, 196 Cont. Cong.)

On Sept. 12, 1780, Captain Scovel captured an empty British schooner, whose papers indicated that she was bound from New York to Newfoundland.

On Sept. 12, 1780, Captain Scovel captured an empty British sloop *Lark*, John Gibbons late master. The vessel arrived at New London for libel October 16, 1760. There was a cargo of rum on board and the *Lark* was bound for New York when taken.

RIGHT HAND, Sloop.

Amos Palmer of Stonington, commander; commissioned Oct. 24, 1781. 5 guns, crew 15. Bonded for \$20,000 by Amos Palmer, Nathan Palmer and Winthrop Saltonstall, and owned by Nathan Palmer and Joshua Lathrop. Witnessed by Gurdon Saltonstall and Sally Gardiner. Edward Palmer is named as one of the bonders but his signature is lacking. (Vol. 13, p. 48, 196 Cont. Cong.) This vessel was evidently an armed victualler, for the transportation of supplies to the troops and inhabitants along Long Island Sound.

ROCHAMBEAU, Snow.

Michael Melally of New London, commander; commissioned March 7, 1781. 16 guns, crew 35. Bonded for \$20,000 by Captain Melally, Nathaniel Shaw and Thomas Shaw, all of New London. Owned by Nathaniel Shaw. Whether Captain Melally made a cruise in this vessel is not certain, as accounts differ concerning the capture of the British ship *Polly* on April 6, 1781, one of which states that Capt. Nathaniel Saltonstall made the capture, while another indicates that Captain Melally took the prize.

ROVER, Armed Boat.

Joseph Hull of Derby, commander, duly commissioned by Governor Trumbull, is recorded in the New Haven Maritime Court records as having taken a schooner commanded by one Thomas Bird, prize-master of a British vessel, en route to New York for Admiralty Court proceedings. The recaptured prize, with prisoners, was sent into New Haven for libel, April 6, 1783, and favorable decree awarded libelant June 10, 1783.

On Dec. 3, 1782, Captain Hull captured a British vessel named *Bethesba*, with a cargo of provisions, in Long Island Sound, and received favorable decree Jan. 2, 1783, in New Haven.

On March 29, 1783, he captured a boat with British cargo, commanded by one Barlow, and was granted favorable judgment in New Haven, June 10, 1783.

Captain Hull was the son of Joseph Hull, 3d, born at Derby, 1750. In early life he was engaged in the West India trade and was a seaman in 1779, when he was appointed to the command of a flotilla on Long Island Sound, consisting of armed boats fitted out to annoy the enemy. On one occasion a British armed schooner was lying in the Sound, being engaged in transporting provisions from the country to New York, where the British Army was then stationed. On the evening appointed, he and his crew embarked and captured the prize, taking her to Derby for libel. Captain Hull owned and occupied what was known as the Bennett farm, a large tract on the

west side of the Housatonic River. He married Sarah, daughter of Daniel Bennett of Huntington.

SALLY, Schooner.

Joseph Dodge, commander; commissioned Aug. 4, 1777. 2 guns, crew 10 men. Bonded for \$5,000 by Joseph Dodge and Wait Rathbun of Stonington. Owned by Wait Rathbun & Co. Witnessed by John Trumbull and Charles Collier. (Vol. 13, p. 94, 196 Cont. Cong.) An armed victualler.

SALLY, Sloop.

Seth Warner, commander; commissioned March 8, 1780. 16 guns and 50 men. Bonded for \$5,000, by Captain Warner of Saybrook, Sylvanus Tinker and John Gelston of East Haddam. Witnessed by John Porter and John Trumbull.

Captain Warner was in command of the galley *Trumbull* earlier in the conflict, on Lake Champlain. He also appears to have received authority prior to this commission with the sloop *Sally*, as on Oct. 12, 1779, he captured a British brig from Newburyport, Captain Haynes, with a cargo of lumber for the enemy.

On June 1, 1780, he assisted in the capture of the prize brig *Cornelia*, William Adams late master, 17 weeks from Dublin with British provisions. The *Cornelia* was brought into East Haddam and sold, after Maritime Court decree.

SALLY, Brig.

Israel Bishop of New Haven, commander; commissioned June 2, 1780. 6 guns and 12 men. Bonded for £3,000 by Israel Bishop, William Helms and Ebenezer Townshend, all of New Haven. Owned by Ebenezer Townshend, Wm. Helms, Enoch Brown and Jonathan Waldron. Witnessed by Jonathan Fitch and Elizabeth M. Fitch. (Vol. 13, p. 90, 196 Cont. Cong.)

The year before. (June 1, 1779), Captain Bishop was granted

a permit by the Council of Safety, through Pierpont Edwards of New Haven and others, to transport from New Haven to Guadaloupe on board the sloop *Elk*, flour, beef, and provisions for stores during the voyage. Whether the *Elk* was captured or not, is not discovered. In November, 1778, while in command of the privateer *New Broom*, Captain Bishop was taken by the enemy and carried into Antigua. Whether this vessel, the brig *Sally*, was successful in her ventures has not been discovered. As nothing more has been found in the Maritime Court records concerning her, she was probably captured.

SALLY, Sloop.

According to the Connecticut Gazette, Capt. John Bulkley of Wethersfield arrived in New London as a passenger from Bermuda. He sailed in the sloop *Sally*, from New London for St. Croix, on Jan. 1, 1780, and on Jan. 12, 1780, was captured by the British brig *Hammond*, Captain Graham, one of Goodrich's fleet, when he was boarded by the Second Lieutenant, one Walter Hays, a Scotchman, who stripped him and his people of all their clothing and other necessities. Captain Bulkley was 56 days on board the *Hammond* and reported that he was treated with humanity by Captain Graham.

SAMPSON, Schooner.

Zebulon Cooper of Saybrook, commander; commissioned Sept. 9, 1777. 4 guns and 25 men. Bonded for \$5,000 by Zebulon Cooper, John Foster and Joseph Bulkeley of Wethersfield. Owned by John Foster of Wethersfield. Witnessed by Hezekiah Crane and Ezekiel Williams. (Vol. 14, p. 2, 196 Cont. Cong.)

Captain Cooper captured the British sloop *Jane*, 30 tons, Ebenezer Brown late master, Jan. 10, 1778, per libel on file in Hartford County Maritime Court. The *Jane's* papers form part of the records. Decree granted favoring captors.

SAMPSON, Brigantine.

David Brooks of Chatham, commander; commissioned April 5, 1781. 18 guns, crew 100. Bonded for \$20,000 by David Brooks of Chatham, Roger Bulkley and Aaron Kellogg of Colchester, and owned by Samuel P. Lord & Co. Witnessed by John Porter and Jerome Clark. (Vol. 14, p. 1, 196 Cont. Cong.)

Captain Brooks commanded an armed boat in May, 1777 (8 men), and captured the British brig *Brittain*, with a cargo of salt; also the schooner *Hope*, from Jamaica with a cargo of rum and sugar; as master he drew 3 shares of the vessels and cargoes. In the same year he commanded the sloop *Harlequin*, 8 guns, 30 men, and took three prizes, which he received 5 shares. In 1779 he commanded the schooner *Eagle*, 12 guns and 50 men, and captured the schooner *Maria*, with a cargo of rum and provisions, and received 6 shares.

On June 16, 1781, as commander of the *Sampson*, he sent into New London a British snow, the *Pilgrim*, bound from Georgia to South Carolina with naval stores, fur and deer skins. This snow changed hands three times before being taken by the *Sampson*.

On June 19, 1781, he took the British privateer brig *Cornelia*, Smith late master, from Jamaica to New York, mounting 12 guns and a rich cargo of rum and sugar.

On Aug. 18, 1781, Captain Brooks filed libel against the British schooner *Swallow*, 80 tons, David Sloane late master, with cargo of flour, taken August 10th. His prizemaster was Ambrose Whittlesey, whose orders were to proceed with the prize to Connecticut River and to deliver it to Samuel P. Lord, agents for the *Sampson*.

On Oct. 26, 1781, First Lieutenant Noah Scovell of the *Sampson* sailed from Saybrook up Long Island Sound on a cruise, and on the 27th of October, off Hempsted Bay, fell in with and took the British privateer sloop *Colonel Martin*. As prize-master he brought her into New London for libel (dated Nov. 9, 1781). The *Martin* was a vessel of about 90 tons burthen, with 10 guns. Decree awarded captors Dec. 7, 1781.

On May 5th, 1782, Captain Brooks took the British schooner *Soldiers Endeavour*, 50 tons. John Hook, who had been a

prisoner on board the brig *Admiral Digby*, filed his deposition with Hartford County Court, indicating that the *Soldiers Endeavor* was taken by the *Digby*, and retaken by Capt. Brooks and sent into East Haddam, where she arrived May 8, 1782. Nathan Fordham was prize-master, who brought in the prize. Captain Brooks' commission is dated Apr. 5, 1781.

On May 6, 1782, Captain Brooks captured the British privateer brig *Jolly Tar*, 100 tons, James Hannah, commander, off Sandy Hook. The *Jolly Tar* had a battery of 12 carriage guns and a crew of 50 men, all of whom were made prisoners. Her commission against the Colonies, as well as against France, are on file. Decree allowed libellant.

In a letter from Thomas Shaw to Governor Trumbull, dated June 10, 1782: "Brooks and fourteen of his people are dead." He and his brigantine were taken by the enemy.

SAMUEL, Brigantine.

John Bulkley, Jr., of Wethersfield, commander; commissioned Aug. 17, 1779. 8 guns, crew 20. Bonded for \$5,000 by John Bulkley, Jr., and Moses Tryon of Wethersfield and Nathan Sage of Middletown. Owned by John Wright & Co. of Wethersfield. Witnessed by John Porter and Daniel Welch, Jr. (Vol. 14, p. 3, 196 C. C.)

According to the Connecticut Gazette of New London, Capt. John Bulkley, with his brig, was taken by the British and carried into the West Indies.

Captain Bulkley died March 27, 1807, aged 82.

SAMUEL, Brigantine.

Elisha Lathrop of Norwich, commander; commissioned Nov. 1, 1781. 4 guns, crew 15. Bonded for \$20,000 by Elisha Lathrop, John Alden and Carey Leeds. Owned by Christopher Leffingwell & Co. of Norwich. Witnessed by John Porter and Stephen Brown. (Vol. 14, p. 4, 196 Cont. Cong.)

In February, 1782, on a trading voyage to Virginia, he was taken and carried into Charleston, S. C., then in possession of the enemy.

SAUCY QUEEN, Schooner.

Silas Miller of Lyme, commander; commissioned June 17, 1779. 6 guns, crew 10 men. Bond, \$5,000. Bonded by Silas Miller of Lyme, John Hanmer and William May of Wethersfield. Owned by Levi Riley & Co., Wethersfield. Witnessed by Hezekiah Brainard and Ezekiel Williams. (Vol. 14, p. 10, Cont. Cong.) (An armed victualler.)

SEAFLOWER, Sloop.

Capt. Gideon Olmsted of Hartford was permitted by the Council of Safety at their meeting held Dec. 4, 1777, to transport on board this sloop, 40 shoats to Martinique.

SEAFLOWER, Sloop.

David Hawley of Stratford, commander; commissioned May 13, 1782. 4 guns and 30 men. Bonded for \$20,000 by David Hawley, Moses Bradley and Justus White, and owned by David Hawley and others. Witnessed by Samuel Hawley and Samuel Bostwick. No other record.

SCOURGE, Ship.

Timothy Parker of Norwich, commander; commissioned May 11, 1781. 20 guns, 150 men.

This privateer was advertised as ready for a cruise, at New London, in May, 1781—"application to be made to said Parker at Norwich, or Mr. Sanford Thompson at Middletown, or to Dr. Cornelius Cunningham at New London." No further record of the *Scourge* has been discovered. She must have been captured by the enemy, as Captain Parker is found back in New London as commander of the sloop *Prudence*, 10 guns and 45 men, in Sept., 1782. After the war Captain Parker resumed service in the merchant marine, and died May 27, 1797. He was a brave man, a good citizen, a spirited and enterprising seaman, and a thorough patriot. He was captured

several times, and after being exchanged was actively engaged as soon as possible in the American cause. (See *Spy*, *Revenge*, *Oliver Cromwell* and *Prudence*.)

SHELALLY, Galley.

Elnathan Hatch of East Haddam, commander; commissioned July 15, 1782. 2 guns, crew 35. Bonded for \$20,000 by Elnathan Hatch of East Haddam, John Foster of Wethersfield, and John Alden of Lebanon. Owned by John Foster & Co. Witnessed by Nathaniel Wales and Jabez Perkins. (Vol. 13, p. 99, 196 Cont. Cong.) No further record is discovered.

SNAKE, Sloop.

Ackley Riley of Wethersfield, commander; commissioned Jan. 23, 1778. 4 guns and 20 men. Bond, \$5,000. Bonded by Ackley Riley, James Stanley, and Josiah Grimes 2nd, all of Wethersfield. Owned by James Stanley. Witnessed by Daniel Skinner and Jerusha Skinner. (Vol. 14, p. 36, C. C.)

On Feb. 16, 1779, Captain Riley captured the British sloop *Maccaroni*, Cornelius White late master (45 tons), per libel on file in the Hartford Maritime Court records. Decree April 13, 1779.

On June 7th, 1779, he took the British schooner *Jenny* (master's name unknown). Libeled June 14th, Hartford Court, with depositions of Justus Bulkley, and warrant executed by Ezekiel Williams. Decree awarded.

On Nov. 13, 1779, he captured a large and valuable quantity of British illicit goods being imported from Long Island. Libeled Dec. 13, 1779, Hartford Court and decree awarded. Capt. Justus Bulkley of the armed boat *Fortune* participated in the capture.

Capt. Ackley Riley died Feb. 23, 1804, in the 59th year of his age.

SPIDER, Galley.

Cyrus Sholes of Groton, commander; commissioned May 24, 1782. 7 guns and 15 men. Bonded for \$20,000 by Cyrus

Sholes and Edward Latham of Groton, and John Hertell of New London. Owned by John Deshon & Co. Witnessed by Gurdon Saltonstall and John Richards. (Vol. 14, p. 48, Cont. Cong.) No further record of this galley has been discovered.

SPY, Armed Boat.

George Rogers, commander; commissioned by authority of Governor Trumbull. Captured the British sloop *Betsey*, Joseph Roach late master, on the 11th of July, 1782, for conducting illicit trade with the enemy on Long Island. The *Betsey* was laden with lumber and was brought into New London, libelled, and decree awarded.

SPY, Armed Boat.

Abraham Cooper Woodhull of Fairfield, commander; commissioned July 11, 1782. One gun and 10 men. Bond, \$20,000. Bonders, Captain Woodhull, Joseph Squire and Hezekiah Nichols, all of Fairfield. Witnessed by Thaddeus Burr and Elijah Abell. One bond given covering three vessels, including the *Spy*, *Fox*, and *Firebrand*. (Vol. 14, p. 59, 196 Cont. Cong.)

SQUIRREL, Sloop.

Ebenezer Dayton of New Haven, commander; duly commissioned by Governor Trumbull. While on cruise in Long Island Sound, fell in with and captured near Setauket, L. I., the British schooner *Betsy*, 80 tons burthen, Thomas Atwick late master, mounting two 4-pounder guns. Taken in September, 1778, and brought as prize into New Haven for libel. (Conn. Journal, Sept. 23, 1778.)

SUFFOLK, Schooner.

Ebenezer Dayton of New Haven, commander; commissioned April 11, 1778. 2 guns, crew 7 men. Bonded for \$5,000 by

Captain Dayton and William Floyd. Owned by Ebenezer Dayton. Witnessed by Nicoll Floyd and Mary Floyd. (Vol. 14, p. 103, Cont. Cong.)

Capt. Ebenezer Dayton of New Haven appears to have been particularly active and successful with his privateer schooner *Suffolk* in the summer of 1778. The Admiralty Court records of New Haven County present the following evidence respecting a rather remarkable and daring single-handed encounter with four British vessels near Blue Point, Long Island, resulting in the capture, on June 5, 1778, of the sloop *Dispatch*, 25 tons, Adam Walbury, commander; the pettiaugre *Lively*, Lindley Murray, commander; the sloop *Polly*, 22 tons, Nathaniel Jarvis, commander; and the sloop *Jane*, John McEntire, commander; the libels for which were all filed at New Haven, the vessels condemned and decree granted in favor of libellant by Judge Wadsworth's court, July 6, 1778. In connection with these captures it is interesting to note the accompanying depositions and cross-examinations:

"I John McEntire, captain of the sloop *Jane*, testify and say that y^e s^d sloop was taken by Eben^r Dayton & company on fryday the 5th Day of Instant June at or near blue point opposite to pachauge Creek in a harbour upon y^e south side of Long Island, and y^e same sloop was bro^t by s^d Dayton into the harbour in New Haven upon y^e 9th Day Instant June I being on board s^d sloop until she came into the Harbour in s^d New Haven—and I testify that on the passage I saw s^d Dayton & company take the pettiaugre *Lively* within sight of blue point in y^e south Bay so called, and I heard s^d Dayton order one of his men on board to strip s^d pettiaugre, and afterwards I heard s^d man say that he had done it, and I was knowing to s^d Dayton's taking the sloop *Polly*, Nath^l Jarvis, master, near s^d blue point on s^d 5th day of June & to his bringing her on the 9th Instant into the port of New Haven—and also further testify that Sam^l Little was one of the Company with s^d Dayton and appeared to me to be equally active in taking the vessels."

"New Haven June 15, 1778 personally appeared the above

s^d John McEntire & made Solemn oath to the truth of the above deposition, the adverse party being notified & present.

Before Sam^l Bishop Jr. Justice of Peace."

"New Haven Court, July 6, 1778. Delivered into Court by said Justice. Teste, J. Whiting, Clerk."

"I Moses Marvin of lawful age testify and say that I was on board the sloop *Jane* taken by Cap^t Eben^r Dayton & Company on the south side Long Island, Sam^l Little being one of y^e Company on board. I did not hear any difference between s^d Dayton & Little until we came into the Race. I heard s^d Dayton give orders to y^e people on board the other two sloops not to part company, both before they turned the point and after, about six miles after we turned the point, it rained, the wind being small, & very dark, I heard a firing on the two other sloops which were astern of the Sloop I was in. Soon after the firing began, we lost sight of y^e sloop *Polly*. The sloop *Dispatch* came up and hailed us & desired us to wait for them. M^r Little did not like to wait for them because he thought She was taken by the enemy. Cap^t Dayton was a mind to stop for them according to his bargain. M^r Little was a mind to fire y^e gun and did when they wore—which he did. I think Cap^t Dayton gave him Liberty to fire ye gun, the sloop *Dispatch* coming near and still hailing us, after they came so near as to Speak with them. M^r Little had a mind to fire another gun, supposing the sloop *Dispatch* was certainly taken. S^d Little said to Cap^t Dayton, 'if they are taken they will make our people hail us and come upon our weather quarter & take us.' S^d Dayton utterly forbid his firing. S^d Dayton hailed the sloop and told them to keep under his lee which they did. M^r Little still urged to fire y^e gun thinking they were taken and said if he would not let him fire at her he would fire at him. Cap^t Dayton presented his gun at him & kept him from it. Then the sloop had got so nigh that we was persuaded they were not taken. Cap^t Dayton said that he was persuaded all the while they was not taken. M^r Little said that after he found the vessels were not taken that he was sorry that he had been so earnest. They seemed to me they had made up & shook hands upon it. Afterwards s^d Dayton told

me that he made up with him because he thought it was necessary for Safety.

Question by s^d Dayton. Did not you hear s^d Little swear by God that he would take command of the vessel from me?
Answer. Not as I remember.

New Haven Court, July 6, 1778.

Delivered into Court by y^e Justice.

Teste J. Whitney, Clerk."

Question by s^d Dayton. Was not s^d Little disobedient to orders in General?

Answer. He was not agreeable to some of the orders.

Question by s^d Dayton. Did not Little say he would not obey orders? Answer. That night in the Rain, he s^d he would not in the affair of firing on the sloop *Dispatch* and dont remember he did in any other.

Question put by Little. When we shook hands and made it up, did it appear to you that s^d Dayton did so because he thought it necessary for the Safety of the vessel?

Answer. I thought it was necessary for the Safety of the vessel.

Question by Little. In what respect did you think it necessary for the safety of the vessel?

Answer. Because there was only Cap^t Dayton & s^d Little on board Excepting four Prisoners three of which was fastened down in the fore peak.

Question by Little. At the time of the controversy did you imagine that Little had any thought of running away with or destroying the vessel?

Answer. No—because one man could not run away with her, neither had I any thought he had any inclination thereto.

Question by Dayton. Did not Little urge to the running away from the other vessels to their Danger?

Answer. Cap^t Dayton & Mr. Little were both Desirous to get away at the beginning of the firing, but when the sloop *Dispatch* hailed us, so that we knew who they were, then Dayton was a mind to wait, but Little could not agree, persisted that the *Dispatch* was taken.

Question by Little. Was not I very helpful in taking care

of y^e prisoners, working ye vessel, sounding, and doing my duty aboard?

Answer. You were very helpful.

Question by Little. Was it not agreed by Dayton and I that I should pilot the vessel through the Race?

Answer. Yes.

New Haven, June 15, 1778. Personally appeared the afores^d Moses Marvin and Made Solemn Oath unto the Truth of the foregoing Deposition, the adverse party being notified and present.

Before Sam^l Bishop Jr. Justice of Peace.
N. Haven C. Court July 6, 1778.
Delivere^d into Court.

Teste J. Whitney Clerk."

Captain Dayton also captured the British schooner *Peggy*, Charles Cameron, late master; schooner *Polly*, George Hallock, late master; sloop *George*, Samuel Tobey, late master; sloop *Delancy*, Thomas Wing, late master; the pettiauger *Jacob*, James Smith, late master; and three other coasting vessels doing transport duty for the British, near Fire Island Inlet on the south side of Long Island,—all taken in June, 1778, libels acted upon and decrees awarded captors June 10, 1778, in New Haven Maritime Court.

Again, in 1782, he was particularly active against the illicit trade. On July 27th, while on cruise, he made a recapture of the schooner *Delight*, which had been taken the day before by the British armed schooner *Sukey*. George West was master of the *Delight* and had a cargo of provisions consigned to the British. The prize was brought into New Haven, libeled, and decree awarded captors in Maritime Court, Sept. 3, 1782.

On August 2, 1782, he took the British schooner *Dolphin*, Abraham Fordham late master, together with a large and valuable consignment of British merchandise, taken in Great South Bay and brought into New Haven.

On February 8, 1783, Captain Dayton is again recorded as having captured the British sloop *Leaf*, 80 tons burthen, Robert Olds late master, opposite "Cray's Neck," with a cargo of pottery, earthen ware, glass ware, and other merchandise, and

brought her into New Haven, where judgment was awarded captors Feb. 14, 1783, in Maritime Court.

(Total, fifteen prizes recorded.)

Captain Dayton doubtless captured other prizes which were probably taken into other ports for libel. The above are those recorded as brought to New Haven only. (See *Porcupine*.)

SUCCESS, Armed Schooner.

According to Maritime Court Records of New London County, Capt. Samuel Field of Saybrook, commander of the schooner *Success*, on the 17th of August, 1782, while cruising on Long Island Sound, captured the sloop *Jersey* of 45 tons burthen (Thomas Kilby, commander), claiming libel on the ground of illicit trade. The *Success* does not appear to have been commissioned as a privateer by the United States Congress. The important deposition of Capt. Israel Deming of Hartford, in connection with this capture, would indicate the injustice of the decree for libellant, perhaps, although many of the returning exchanged prisoners did possess British goods with their belongings and effects, which formed a technical excuse for the Court decision in this case favoring the captors. The circumstances surrounding the entire case are quite fully contained in Captain Deming's testimony evidencing the particulars as to the errand of the sloop *Jersey*, which had been a "Flagg" returning to New York with British prisoners for exchange under the direction of Mr. Joseph Webb of Wethersfield. After the exchanges had been completed and the American prisoners made free by the process, and while returning to their homes in Connecticut, Captain Field of Saybrook took them and their vessel the *Jersey*, immediately after entering Connecticut River, much to the discomfiture of all concerned. Among the papers found on the *Jersey* was her register as an American owned vessel duly executed by the proper official in New Jersey, indicating clearly that no subject of Great Britain was interested in her and that she had been temporarily chartered by Mr. Joseph Webb, after being repaired at Rocky Hill, Connecticut, and placed in condition for transporting the prisoners who had been collected at Middletown for the trip under



LOG CHIP AND REEL, AND TIME GLASSES
From the Collection in Marine Room, Peabody Museum, Salem, Mass.

Flag of Truce. The fact that Captain Field did not consider the returning Americans as his prisoners along with the sloop *Jersey* and the illicit merchandise, was evidence of his knowledge of the circumstances and errand of the sloop *Jersey*.

The following testimony of Capt. Israel Deming forms the detailed history of this capture and portrays quite vividly the experiences of the times:—

The Testimony of Israel Deming of Hartford, of lawful age, is as follows:

That he was late Lieutenant of the Privateer *General Green*—that he was taken by the British on the 7th of May last, and carried into New York and there confined with the crew—that he felt distressed for himself and his fellow sufferers, & petitioned leave of going out to Connecticut to Endeavor an Exchange for the *General Green's* people—that on the 15th day of July last he obtained his parole from Admiral Digby to go to Connecticut for forty days and return—that he came out in a flagg procur'd by Ebenezer Ledyard Esq^r to New London, and went directly to Governor Trumbull and laid before him the unhappy situation of his poor countrymen. "I told his Excellency they thought themselves neglected by their Country. Governor Trumbull was truly affected and hurt at my description—said nothing that was in his power consistent with his duty should be neglected. From His Excellency I went home to Hartford & waited on the Relatives of our prisoners in Hartford, Wethersfield and Middletown—who with one voice and mind all agreed to wait on M^r Joseph Webb, and urge his undertaking for us. M^r Webb Refused—said his Business was such he cou'd not. He had just before refused the Governor & a great number of Applications from all Ranks of people—had even to get rid of the Importunities of his Neighbors, distressed Parents & Relatives, taken a Journey to Boston & but just got home—but after much urging & painting to him our Anxiety, distresses & Wishes for his Undertaking, He reluctantly complied much against his Inclination once more to do his endeavors to help the distressed American Prisoners in York—but still urged we would think of some other person. He then recommended several Gentlemen and said it would be too much damage to him, but Accepted if the

flagg was sent in his Name & we could think of no other. He next Morning, at our request, set out for Governor Trumbull & further painted the Situation of our Prisoners. Governor Trumbull then sent orders to the Commissary to give us all the remaining British Prisoners taken at Sea & Collect those out on parole & put them in Jail which the distressed Relatives undertook & collected 35 & sent Capt. John Warner to let the Gov. know what was done & obtained a flagg for M^r Joseph Webb. We then applied for a convenient Vessel & found the Sloop *Jersey* which we understood was the property of some Gentlemen in the Jersies but in the care of M^r Webb, commanded by Thomas Kilby. We applied to M^r Webb for her, but he was unwilling, so was Kilby, but as she was the most convenient vessel in the River, we urged M^r Webb—told him she wou'd be safe as flaggs was sacred, besides he would be handsomely paid. He then said he cou'd not Consent, yet as we all wish for her so much he wou'd not refuse, tho' she was not in order. From that the Friends of the prisoners who M^r Webb was going for, went to Rockyhill, repair'd the said *Jersey* & put her in order. On the 30th July, 35 British prisoners was put aboard & we went to Middⁿ. Mr. Webb came on board with his flagg compleated from Col^o Hamlin's according to his Excellency's Command. From this hour we made our greatest dispatch towards New York. We was Stopt by his Britanick Majesty's Sloop of War *Vulture* at City Island when M^r Webb went on board. The Captain told him he must remain & all in the flagg untill he sent to New York to know what permission he cou'd get for us. There we remained part of two days—when permission came from M^r Webb to come to New York with all the Prisoners of every denomination (& no others) in a King's Vessel they sent up for us—the Sloop *Jersey*, our flagg & people to remain at City Island. From this we went to York—where we arrived & from the time of M^r Webb's getting to the City he pusht for the Exchange of the American Prisoners & to make the utmost dispatch & return—and to the last moment no mortal could do more. No person could be more attentive, kind & faithful to all the American prisoners—first made the Exchange of Capt. Stillman & myself & we expected to aid & Assist M^r Webb in the difficult unhappy task of going amongst the sick & dis-

tressed, but we received Orders to go out of Town & go aboard the *Jersey* & remain untill further orders, which gave M^r Webb much more trouble as he was left alone. He met with much difficulty, but finally made out to settle the Exchange to his mind & compleated the exchange of Fifty-six as I understand, but too much cou'd not be said in praise of M^r Webb's attention & faithfulness. It was allowed by all he had done wonders & an honor to Connecticut—for number of flaggs had fail'd & been sent back without prisoners. From the very hour M^r Webb brought the last of the prisoners we weighed anchor & proceeded on our way towards our destined Ports of Middⁿ or Weth^{sfd}. On the morning of the — Aug. 1782, about one o'clock we were aground on Saybrook bar, lay there about 3 hours. About 10 minutes after we got off we were hailed by a whaleboat commanded by one Field who said he had been in search of that flagg a number of days, as he had intelligence she was loaded with British merchandize. M^r Webb was called out of Bed & told them it was a mistake & after examining their Commission—he gave them the keys to his Trunk, and they examined the whole Cabin & elsewhere, put Centries & treated us like Enemies. After placing the centries & taking possession of the Vessel from Kilby & Webb, said Fields went ashore & word was brought the vessel should go no further. M^r Webb urged, so we all did, but to no effect. Some of us hir'd boats ourselves; other prisoners sent up in open boats after a long confinement in a Vessel hold, some sent on shore, all scattered & taken out of the care of M^r Webb, though he offered to pay the expence of their new whale boat's people going up with the Flagg, various offers were made by M^r Webb but all to no effect. This deponent says he fully believes had it not been for M^r Webb's influence & attention but six prisoners would have come instead of fifty M^r Webb got. Much is due to his persevering & feelings for his Countrymen—that no pains was spared by M^r Webb, that he lent members *money* that was in distress—that M^r Webb he believes had no intention but to please his countrymen, often gave a caution against taking anything aboard that would displease. M^r Webb was aboard the Flagg after Coming out of York but Twenty hours. That he believes M^r Webb knew not of anything being aboard more than Prisoners baggage, nor did the

Deponent. That even what was aboard was received by Kilby, Stillmans & myself & others as Baggage & presents without knowledge of M^r Webb, or any Idea otherways than serving the distressed of the Country. Further this deponent says to the best of his knowledge no man's character stands fairer than M^r Webbs—or more against Illicit Trade. And further this deponent says that he saw Mr. Jos. Webb take a half ——— of M^r Gideon Prat with a promise to acc^t for the same on a settlement which was quite agreeable to s^d Prat & a proposal of his own, and further this deponent says not."

Dated in Middletown the 5th of Sept^r A. D. 1782.

Israel Deming.

Middletown Sept. 5th 1782. Then personally appeared Capⁿ Israel Deming the above Deponent and made solemn oath to the truth of the foregoing Deposition by him Subscribed before me

Jabez Hamlin, Assist.

Mar. C. Court, N. London.

Sep. 11, 1782

Opened in Court

Win^t Saltonstall, Reg^r.

Gideon Pratt, according to his deposition filed with the Maritime Court Sept. 11, 1782, appears to have been one of the exchanged prisoners returning on board the flag *Jersey*. Said Pratt was taken prisoner by the British ship *Bellisarius* with others in the privateer *Sampson*, and taken into New York and placed on board the *Falmouth*, hospital ship.

William Cochran, a member of the crew of the armed vessel *Success*, states in his deposition, dated Sept. 23, 1782, that on Aug. 17, 1782, they captured a whaleboat coming out of Connecticut River, laden with 10 sheep and 6 calves, which proved to be illicit traders with the enemy, and delivered same over to Mr. Kirtland at Saybrook Point for libel; after which they discovered the sloop *Jersey* coming into the river; they hailed her and were told not to board as there was smallpox on board; they nevertheless went on board the prize. Being night time and no lights on the *Jersey*, a candle was procured and search made by Capt. Samuel Field's orders, whereupon various kinds

of illicit merchandise were found which would condemn her, and Captain Field ordered her to anchor at Saybrook Point for libel.

Joseph Woodworth of East Haddam, who was also a returning prisoner from New York, stated that it was proposed to the prisoners who were returning to their homes, in the *Jersey*, to rise and disarm the searching party, but that they agreed not to resist. His deposition is dated Sept. 11, 1782.

Captain Field's statement of Sept. 10, 1782, indicates that he seized the flag *Jersey* early in the morning of Aug. 17, 1782, and brought her into Saybrook Point for libel; that he considered it his duty to prevent the spread of the smallpox reported on board, among the inhabitants of the state, but found this to be a ruse to prevent seizure; that none of the returning prisoners looked too sickly and that all he saw appeared to be hearty.

Joseph Smith, Simeon Comstock, Levi Warner of Wethersfield (taken prisoner from privateer *General Green*, May 7, 1782), John Warner 3d of Wethersfield, the same; James Benjamin of Hartford, the same; Samuel Stillman of Wethersfield, the same; Enos Smith of Southington, captain of sloop *Prudence*, captured by British sloop of war *Savage*, Feb. 16, 1782, all testified by deposition.

The inventory of illicit merchandise to the extent of £148-19-5, representing various articles intended for Ebenezer Storer of Boston, Betsey Hubbard of Boston, Rich and Hazard, Sarah Shaylor, James Church of Hartford, Jeremiah Wadsworth, and Joseph Webb of Wethersfield, taken by Captain Field on board the sloop *Jersey* (claimed by Lavinus Clarkson, William Neilson and Samuel B. Webb, as owners) together with evidence furnished Capt. Samuel Field of the *Success* by Col. Samuel McClellan, Commander of the Port, fort and garrison of New London, who issued the warrant or commission to Samuel Field as his authority to cruise on Long Island Sound and seize illicit traders, said warrant being dated Aug. 13, 1782, is on file with the decree of the Court granting proceeds to Captain Field, and forms an important part of the interesting exhibits of Connecticut's marine history.

SUCCESS, Armed Boat.

Benoni Shipman of Saybrook, commander; duly commissioned by Col. Samuel McClellan of New London, by authority of Governor Trumbull, while on cruise April 28, 1782, with his crew of nine men, near Sag Harbor, discovered a British schooner bound up Plum Gut toward Connecticut River, gave chase, boarded and captured her. She proved to be the *Fair-play*, commanded by Stephen Lee of Lyme, who had been to Sag Harbor (under control of the enemy) and was laden with merchandise and British contraband, being imported without legal permit in exchange for produce from Connecticut. The schooner was duly libeled in Maritime Court and decree awarded the captors.

Captain Shipman's warrant as a privateersman is dated April 22, 1782, and signed by Samuel McClellan.

He also captured another sloop, commanded by one James Stoddard, with a cargo of illicit goods, at the mouth of the Connecticut River, and sent her into New London for libel, April, 1782. Decree favoring captor.

SUCCESS, Galley.

Asa Pratt of Saybrook, commander, is recorded under date of March 29, 1783, as having captured a vessel in Long Island Sound with a cargo of British illicit merchandise valued at £166-4, per schedule filed with libel papers. Decree granted libellant.

SWALLOW, Schooner.

James Hovey of Stratford, commander; commissioned March 9, 1780. 10 guns and 60 men. Bonded for \$5,000 by Capt. James Hovey of Stratford and Thomas Wooster of New Haven, and owned by Pierpont Edwards & Co. of New Haven. Witnessed by Samuel Bishop and Abraham Bishop. (Vol. 14, p. 77, 196 Cont. Cong.)

While on first cruise the *Swallow* was taken and sent into

Halifax, and libeled Nov. 9, 1780, by the British Letter of Marque *Annapolis Rover*.

SWIFT, Galley.

Peabody Keyes, commander; commissioned Aug. 1, 1782. 2 guns and 14 men. Under \$20,000 bond. Bonded by Captain Keyes, Theodore Nowell and Jedediah Denison of Saybrook, and owned by Stephen Keyes & Co. Witnessed by William Worthington and John Keyes. (Vol. 14, p. 89, 196 Cont. Cong.)

On Dec. 20, 1782, while on cruise in the Sound, captured a British illicit trading vessel, her crew, and a cargo of merchandise, and sent her into Guilford for condemnation. Judgment in favor of captor was awarded in New Haven Maritime Court, Jan. 28, 1783. Elijah Crane, of the armed boat *Galant*, participated.

TARTAR, Schooner.

Theophilus Fitch of Norwich, commander; commissioned Aug. 11, 1777, 4 guns and 20 men, as an armed West India trader under bond of \$5,000. Bonders, Captain Fitch, William Loring and Thomas Fanning, and owned by Christopher Lefingwell & Co., all of Norwich. (Vol. 15, p. 13, 196 Cont. Cong.) No other record.

TERROR, Schooner.

John Park of Groton, commander; commissioned Nov. 1, 1781. 4 guns and 12 men. Under bond of \$20,000, by John Park and Thomas Park of Groton and John Alden of Lebanon. Owner not stated. Witnessed by George Hough and William Torrey. (Vol. 15, p. 19, 196 Cont. Cong.)

On Jan. 20, 1782, Captain Park captured a British vessel and four prisoners, with a cargo of beef and provisions, in Fishers Island Sound, and libeled his prize in New London Maritime Court, receiving favorable decree.

THETIS, Brigantine.

William Wattles of Norwich, commander; commissioned July 3, 1782. 6 guns and 20 men. Bonded for \$20,000 by William Wattles, Joseph Howland and Thomas Coit. Owned by Howland, Coit & Co. of Norwich. Witnessed by Erastus Perkins and Lydia Howland. (Vol. 15, p. 20, 196 Cont. Cong.) This vessel was fitted out at Norwich and sent to Holland on a trading voyage, and the Connecticut Gazette states: "Capt. Wattles from New London is arrived in the Texel Oct. 18, 1782."

The *Thetis* evidently returned safely, for under the command of Capt. Robert Colfax, the following exploits are discovered in New London County Maritime Court records:

The brig *Thetis* sailed from New London Feb. 20, 1783, and on the 27th captured the British schooner, 30 tons, named *Honest Endeavor*, with a cargo of salt, tobacco, coffee and beef from New York to Halifax, and brought the prize into New London in charge of Oliver Norris as prize-master. Libel filed and decree awarded captors.—Coit, proctor.

The same brig, on the 6th of March, 1783, fell in with and took the schooner *Trimmer* and cargo of provisions (a recapture) eight leagues south of Sandy Hook. This prize was brought into New London by William Kirtland, prize-master (2nd mate) of the *Thetis*. Jonathan Lewis was master of the *Trimmer*, bound for Boston, when taken by the *Ceres*, British frigate.

THOMAS, Brigantine.

Elisha Lathrop, Jr., of Norwich, commander; commissioned Sept. 16, 1782. 4 guns, crew 15. Bond, \$20,000. Bonders, Elisha Lathrop, Jr., Hezekiah Perkins and John Alden. Owned by Howland, Coit & Co., Norwich. Witnesses, Hezekiah Manning and Thomas Fanning. (Vol. 15, p. 24, 196 C. C.) On Oct. 18, 1782, while on cruise, this brig being bound for the West Indies, was taken and sent into Bermuda.

TIGER, Sloop.

Daniel Jones of New Haven, commander; commissioned June 1, 1782. 2 guns and 36 men. Bonded for \$20,000 by Daniel Jones, Abel Buel, Phineas Bradley, John Mix, Jr., and Samuel Bird, Jr., all of New Haven. Owners, Phineas Bradley & Co., New Haven. Witnesses, Jonathan Fitch and Eliza M. Fitch. (Vol. 15, p. 32, 196 Cont. Cong.)

On Dec. 20, 1782, Captain Jones captured, while cruising in Long Island Sound, the British sloop *Fly*, 30 tons burthen, Littleton Ford late master, with a cargo of rum for the British, and sent her into New Haven for condemnation. Decree awarded captors in New Haven Maritime Court, Jan. 28, 1783.

TRUE BLUE, Armed Boat.

Captain Elisha Elderkin of New Haven was commissioned by Governor Trumbull as commander of armed whaleboats, and from various depositions and papers on file with New Haven County Maritime Court records, he is recorded as making the following captures:

Feb. 1, 1779, in Huntington Bay, L. I., the British sloop *Mary Ann*, 28 tons, Captain Raymond and two British seamen, cargo of provisions, fuel and forage for the British army.

Feb. 3, 1779, near Huntington Harbor, L. I., the British schooner *Five Brothers*, 25 tons, Abraham Cook master.

Nov. 27, 1780, in Cow Bay, L. I., a 35 ton British sloop with cargo.

Jan. 19, 1781, the British sloop *Charlotte*, James Guion, master, with cargo of fuel for the army in New York.

Jan. 19, 1781, the 40 ton British schooner *Dolphin*, with cargo of fuel for British in New York.

Nov. 1, 1781, in Great South Bay, L. I., the 35 ton British schooner *Willing Lass*, Turner, master.

All of these prizes were taken into New Haven, libeled, and decrees awarded favoring captor.

Evidence appears in the "Reminiscences" of one Thomas Painter of West Haven, Conn. (N. H. Hist. Soc. Vol. 4), who was a member of Captain Elderkin's crew, that in June, 1778,

the *True Blue* captured a British sloop, which was retaken in the Sound, near the Connecticut shore. Painter was captured with Captain Elderkin and taken to Huntington Bay, L. I., and put aboard the *Fourye*, British frigate of 28 guns, and afterwards sent to New York to the prison ship *Good Hope* in the North River. Captain Elderkin swam ashore and remained in New York a few days, but was discovered and returned to the prison ship, but eventually succeeded in escaping and finding his way back to New Haven. Painter swam ashore also, at New York, and after various experiences returned to his home.

TRUMBULL, Sloop.

Henry Billings of Norwich, commander; commissioned May 20, 1777. 10 guns and 50 men. Bonded for \$5,000. Bonders, Henry Billings, Andrew Huntington and Ebenezer Huntington. Owned by Andrew and Ebenezer Huntington of Norwich. (Vol. 15, p. 49, 196 Cont. Cong.)

On July 12, 1777, Captain Billings sent into New London a British brig with 6000 cwt. of coffee and other articles on board. Another brig, taken about the same time, with 98 hogsheads of rum, arrived at Marblehead. According to the Connecticut Gazette of Aug. 8, 1777, the British vessel *Generous Friend* was captured by Captain Billings.

In the Halifax Vice Admiralty Court records, appears the following:

"Thomas Robinson, Mariner, on Board the ship *Argus*, being duly Sworne Deposeth, that on or about the 12th of July 1777 on their Passage from Barbadoes to Quebec they fell in with a Privateer Sloop called the *Trumbull* commanded by one Henry Billings & Mounting 12 carriage Guns & about 70 men, that after they boarded the ship *Argus* they exchanged Hands, put a prize master on board, & then Shaped their Course for Boston, that about 19 Days afterwards they were chased by a Man of War, who retook the ship *Argus*, being then to the northard of Cape Ann off the Piscataqua River, which Man of War they found to be the *Amazon*, Commanded by Maximilion Jacobs, who took possession of said Ship & sent her into this Port of Halifax where she now is."

Francis Sanford, of the *Trumbull*, who was brought to Halifax in the brig *Betsey*, also made a deposition in this case.

Brig *George*, captured and recaptured.

"Richard Raggate, midshipman on Board his Majesty's Ship of War, the *Orpheus*, being duly sworn, Deposeth that on the 17th of June 1777, being on a cruize in Boston Bay, they fell in with the brig *George*, George Williams master; that they gave chase to said brig & boarded her and found she was then in possession of the Rebels and that she was from Tobago, partly Loaded with Rum & a few Bricks & bound to Boston, that the papers filed with the Advocate General were found on Board her, that the *Juno* & *Amazon* were in Company, when they took possession of said brig *George* and that Captain Hudson of the *Orpheus* made the Deponent Prize Master of said brig & sent him with her into Halifax, where she now is."

"29th June, 1777. Charles Frederick Charlson a Swede born in Stockholm, Seaman on board the Brig *George*, George Williams master, being sworn, Deposeth that he was Shipp'd at Barbadoes & proceeded with said brig to the Island of Tobago, that about one month ago, being about 3 English miles from a Harbour on the West end of said Island of Tobago, which harbour they were going into, they fell in with an American Privateer Sloop carrying 12 guns & 75 men, that the Privateer took possession of the said Brig & took out the master & all the hands except the Deponent, broke everything in the Cabin & took out one hogshead of Rum & Sundry provisions, that they then manned the brig with Rebels & shaped their Course for Boston, New England, that on the 17th of June being in Boston Bay, they fell in with 3 English Men of War, that they sent a Boat from Each Ship and took possession of the brig *George* & sent her safe into this Port where she now is, & that he the Deponent was shipped by Capt. Williams the first day of March last at the monthly wages of Four pounds $\frac{1}{3}$ month, Barbadoes currency."

The Rebel Privateer which captured the *George* was the *Trumbull*, Henry Billings master, which is ascertained from copies of papers filed in the case and which are included in this particular record at Vice Admiralty Court at Halifax.

The Vice Admiralty Court records at Halifax contain the following interesting account of the capture and recapture of the brig *Betsey* on August 6, 1777:

"Henry Trotman, Gentleman, being duly sworne, Deposeth that on or about the 12th of July, 1777, about 5 o'clock A. M. in Latitude $42^{\circ} 26''$, Long. $50^{\circ} 30''$, or thereabouts, the Brig *Betsey*, Bayley Warren, master, Owned in the Barbadoes & Liverpool, Loaded with Rum & Sugar, part the Deponent's property, the other part consigned to Him, bound to Quebec, was chased, fired at & taken by a Privateer Sloop of 12 guns & about 70 men, called the *Trumbull*, Henry Billings, master, of New London, all the crew of the brig except two men was taken out of the Brig directly, consisting of six Whites, one Black, and the Captain; and a Prize Master and Seven Men was put on board the brig out of the Privateer. The Deponent's Son, said two men and himself remained on Board. The next day in the afternoon Cap^t Billings came on Board the Brig with Cap^t Warren, and spent some hours on board, when said Billings was willing & gave Consent for Capt. Warren to Tarry and remain on Board the Brig with those that were already left, but the Prize Master & his people rejected and would not consent to it, when Capt. Billings ordered several things to be taken out of the Brig, such as a small Cask of Spirit, a Bar, Sugar, Limes, Cordage &c &c. & after Consenting to Exchange one of the men that was left on board for one that was taken out the evening before, Captain Billings & Captain Warren left the Brig Wishing us all well & safe in Boston. The Deponent's Son and himself remained Prisoners, & the two men did their Duty as Seamen on Board under the command of *Caleb Trapp* the Prize Master, who did all he could to get to Boston New England until the 21st of the same month about 9 o'clock in the evening, when the two men that was left on board, and the Deponent & Son (having previously agreed to it) Surprized the Watch on deck, Confined them, retook the Vessel, then called up the other Watch & Confined them, except one man who offered to ship in the Deponent's service. They then got the Vessel about, the Prize Master being below asleep knew nothing of it until about 2 o'clock next morning, when he wanted to come up on deck but could not, the

compa. way being shut. As soon as the vessel was about the Deponent had the men unbound & they went to sleep in the Boat. The next Day he shipped another of their Crew, set the Prisoners some bounds, & suffered them on Deck occasionally & Proceeded directly to Halifax Nova Scotia where he arrived on the 2d day of the present month of August after a Disagreeable time from Bad Weather, & futher saith not."

Francis Sandford, a seaman on board the Privateer *Trumbull*, being Duly Sworne Deposeth that the said sloop was fitted out at New London, commanded by one Henry Billings & mounting 12 carriage guns, 12 swivels & 75 men; that being on a cruise to the eastward of the Banks of New London on or about the 12th Day of July, 1777, they fell in with the brigantine *Betsey*, which brig they fired at and took & took out the master & all the Seamen except two & two passengers, M^r Trotman & Son and put on board the brig out of the Privateer, a prize master, mate & 6 hands, and then shaped their Course for Boston New England; that 7 or 8 days afterwards on their passage to Boston about 9 o'clock in the evening, Mr. Trotman & Son & the two seamen belonging to the brig rose upon them & retook the brig from them & then shaped their course for Halifax.

TWO BROTHERS, Sloop.

Thomas Chester, Jr., of Groton, commander; commissioned July 18, 1776. 8 guns and 60 men. Bonded for \$5,000 by Thomas Chester, Jr., Thomas Mumford and Amos Prentice, all of Groton. Owned by Thomas Mumford, Groton. (Vol. 15, p. 57, 196 Cont. Cong.)

On June 19, 1777, Captain Chester advertised this privateer, then lying at Groton, to sail on cruise, completely equipped, and on Oct. 10, 1777 the *Two Brothers* returned into port of New London, having, in Lat. 34 N. suffered considerable damage in her rigging in a combat with a British transport ship of much superior force and full of men. Captain Chester had one of his men killed and three wounded.

On Oct. 5, 1778, Captain Chester captured various appurtenances, apparel and rigging of ships of the enemy foundered

in Rhode Island, and was awarded favorable decree in the Maritime Court.

TURN OF TIMES, Sloop.

William Reed of Norwich, commander; commissioned April 26, 1782. 4 guns and 25 men. Bonded for \$20,000 by Wm. Reed, Joshua Huntington and Joseph Williams, all of Norwich. Owned by Joseph Williams & Co., Norwich. Witnessed by Stephen Colver and Jabez Perkins. (Vol. 15, p. 55. 196 Cont. Cong.)

On the 25th of May, 1782, Captain Reed, while cruising in the Sound, fell in with and captured two whaleboats and a quantity of British illicit merchandise, said boats being commanded by Obadiah Wright. They were brought into New London for libel proceedings May 27, 1782. Captain Wright's commission was issued by Gov. Wm. Greene of Rhode Island, Sept. 13, 1780, conjointly with John Mumford of Providence. The boat was two-masted and named the *General Gates*, mounted 1 swivel gun and had a crew of 14 men. With Wright's papers is found a permit signed by George Clinton, Governor of New York, to pass to Long Island on public business, dated at Poughkeepsie Jan. 28, 1782. Being guilty of illicit trading, decree was awarded favoring libellant. Later on the *Turn of the Times* was captured by the British and sent into Bermuda.

TRUMBULL, Boat.

Capt. Peter Rogers, captured a British sloop, Elijah Ely master, in May, 1780, but was taken himself and carried into a Long Island port, afterwards.

UNITY, Brigantine.

Ashbell Burnham of Middletown, commander; commissioned April 15, 1782. 8 guns and 20 men. Bonded for \$20,000

by Captain Burnham, Elijah Hubbard and Comfort Sage, all of Middletown. Owners the same as bonders. Witnessed by Jabez Hamlin and Samuel W. Dana. (Vol. 15, p. 82, 196 C. C.) Nothing further concerning this vessel has been discovered.

VAN TROMP, Brigantine.

Sanford Thompson of Middletown, commander; commissioned June 1, 1780. 12 guns, crew 55. Bonded for \$20,000 by Captain Thompson and Comfort Sage of Middletown, and James Church of Hartford. Owned by Uriah Rogers & Co. Witnessed by William Williams and Hezekiah Merrill. (Vol. 15, p. 85, 196 Cont. Cong.)

The only mention thus far observed concerning this privateer was that after she had been on an extended cruise, she is recorded as arriving in the Connecticut River, Tuesday, Oct. 25, 1782. If prizes were taken it is quite probable they were sent into other than Connecticut ports.

VENGEANCE, Sloop.

William Dennis of Rhode Island, commander; commissioned as a Connecticut privateer March 8, 1780. 14 guns and 80 men. Bonded for \$20,000 by Captain Dennis, Jonathan Waldron and Thomas Mumford of Norwich. Owned by Jonathan Waldron. Witnessed by Gurdon Saltonstall and David Mumford. (Vol. 15, p. 88, 196 Cont. Cong.)

Previous to this command Captain Dennis was in charge of the schooner *General Sullivan*, and captured the sloop *Refugee*, Thomas Gilbert, Jr., late master, and brought her into Stonington for libel in March, 1779.

VENUS, Brigantine.

Joseph Conkling, commander; commissioned Sept. 6, 1781. 10 guns and 60 men. Bonded for \$20,000, by Joseph Conkling, Thomas Mumford and William Havens, all New London

sea captains. Ownership not stated. Witnessed by William Lawrence and Charles Hopkins. (Vol 15, p. 94, 196 Cont. Cong.) Records indicate that this brig never got away from New London on cruise, and that she was burned in the Thames River when New London was razed by the British.

VERMONT, Armed Boat.

George Spooner of Norwich, commander; commissioned by Col. Samuel McClellan, by authority of Congress and Connecticut, June 24, 1782, for defense against illicit trade. One gun and 12 men. Bond of \$20,000, given by George Spooner, Joseph Williams and John Porter. Ownership, Jos. Williams & Co. of Norwich. Witnesses, John Trumbull and David Blackman.

WASHINGTON, Sloop.

Benjamin King of Lyme, commander; commissioned by Gov. Trumbull June 16, 1779. While cruising in company with Capt. Gideon Olmsted of the *Gamecock*, on Aug. 21, 1779, he captured the British schooner *Reward*, 50 tons, John Greg late master. The *Reward* carried two 4-pounder carriage guns and had a crew of 10 men, all of whom were taken prisoners. She also had a cargo of 105 hogsheads of rum, according to Custom House bill of lading, upon which 4½% duty was exacted by Henry Burnett, British collector at St. Kitts (Sandy Point). The prize was bound to New York and gave bond of £100 sterling for safe delivery. Her papers are on file in Hartford Maritime records, where the schooner was libelled, showing she was formerly a prize to the British and re-captured..

In June, 1779, Captain King also participated in the capture of the New York pilot boat *Lord Howe*, in company with the *Gates*, privateer (q. v.). The prize (30 tons burthen) was brought into New London for libel July 1, 1779.

The following letter is found among the *Trumbull Papers*:

Lyme Nov. 14, 1778.

Sir. Cap^t Benj. King a Refugee from Long Island who has

for a considerable time resided in Lyme, waits upon your Excellency in behalf of his uncle (who I understand is a Friend to the Liberties of America, now resides at Long Island) with a complaint against the commander of one of the Connecticut Armed Boats. As the bearer has resided in this neighborhood a considerable time I freely Recommend him as a Person of undoubted veracity, that his Representation of facts may be fully relied upon. I dont doubt but your Excellency & Council of Safety will pursue those measures that will tend to prevent disorders and will do justice to all parties concerned.

Am with much esteem
Your Excellency's Humb^l Serv^t
Mathew Griswold.

His Excellency Gov^r Trumbull.

WASHINGTON, Sloop.

Israel Deming of Wethersfield, commander; commissioned Sept. 7, 1779. 8 guns and 40 men. Bonded for \$5,000 by Captain Deming, Barnabas Deane and John Wright, all of Wethersfield. Owned by Justus Wright and John Wright & Co., Wethersfield. Witnessed by Capt. Thomas Newson and Ezekiel Williams. (Vol. 16, p. 16, 196 Cont. Cong.)

On Oct. 1, 1779, Captain Deming is credited with the capture of two British sloops, taken at Blue Point on the south of Long Island, being British victuallers. Captain Deming was Lieutenant in the *General Greene* when captured by the enemy. He died at Wethersfield, April 30, 1848, aged 88 years.

On Feb. 5, 1780, this vessel was commanded by Richard Reynolds of Wethersfield, her battery reduced to 6 guns and crew to 20 men. She was sold to John Broome & Co. and was bonded for £1,000 by Captain Richards, James Church and Charles Caldwell of Hartford, but no further record of her has been observed.

WEASEL, Schooner.

Sanford Thompson of Middletown, commander; commissioned Oct. 15, 1781. Mate, Jacob White of Middletown.

10 guns and 40 men. Bonded for \$20,000 by Captain Thompson, Chauncey Bulkeley and James Church. Owned by John Smith & Co. of Middletown. Witnessed by William Williams and Jeremiah Hall. (Vol. 16, p. 28, 196 Cont. Cong.)

No record has been found of any cruise made by Captain Thompson, or of any captures. In December, 1781, the 22d, Zebulon Howe appears to have been commissioned as commander, with Nathan Savage as mate, the ownership remaining as at first. The bonders were Captain Howe, John Smith and Joseph King of Middletown, and the witnesses, Jabez Hamlin and Samuel W. Dana. No record of Captain Howe's activities have been discovered.

Whether this vessel was sold to East Haddam adventurers or not is not clear from the records; but on Feb. 24, 1782, the *Weasel*, schooner, while under the command of Samuel Spencer and owned by Jabez Chapman, Jr., and Samuel Spencer of East Haddam, and cruising in Long Island Sound near Oyster Bay, captured the British sloop *Sally*, S. Raymond late master, with a cargo of British goods, and brought her into New London for libel, lodging her papers with the Register of the Maritime Court. With the documents is the commission of Edward Johnson as Captain of the *Weasel* of 20 tons, mounting 2 howitzers and 6 swivels, and navigated by 20 men, said commission being in manuscript and signed by Jonathan Trumbull at Hartford, Feb. 26, 1781. Johnson may have been her first commander before Sanford Thompson, as the commission is badly worn and torn, indicating hard usage. The *Sally* was owned by her late master and one George Lockwood of Lloyds Neck, L. I.

It is also observed that Capt. Edw. Johnson, on March 10, 1781, captured a consignment of British goods near Block Island. Capt. Samuel Spencer's commission is dated Jan. 13, 1782. His lieutenant was Samuel Mears, and his men were, Selden Chapman, James Green, Jr., Abraham Annable, Thos. Dimmick, Jonathan Thompson and Jos. Perry, Jr. (per Articles found at Stamford). (See Libel Proceedings, Hartford Maritime Court.)

WEASEL, Schooner.

Gilbert Fanning, commander, is recorded as capturing the British galley *Hornet* with one 9-pounder gun and 25 men, taken near Montauk Point, in company with the *Rainbow* galley, Captain House, July 10, 1781.

Captain Fanning was himself taken with his schooner by the 50-gun frigate *Adamant*, March 17, 1782, and carried into New York.

WHIM, Brigantine.

Joseph Conkling of Groton, commander; commissioned June 16, 1780. 12 guns and 40 men. Bonded for \$20,000 by Capt. Conkling, Joseph Packwood and Dudley Wright of New London, and owned by Joseph Packwood.

From the Connecticut Gazette of New London, dated Feb. 23, 1781, is noted the following: "A report via Philadelphia that the brig *Whim*, Capt. Jos. Conkling of New London, being on her passage from France, was chased on shore near the Island of *Rhe*, about seven leagues from *Nantz*; that her cargo was saved and the brig likely to be got off again." Later, May, 1781, the *Whim* arrived at Boston.

WOOSTER, Sloop.

John McCleave of New Haven, commander; commissioned Nov. 9, 1776. 10 guns, crew of 80 men. Bonded for £1,000 by John McCleave and Pierpont Edwards & Co. of New Haven, Conn. Owned by Pierpont Edwards & Co. Witnessed by Thomas Brockway and William Day. (Vol. 16, p. 47, 196 Cont. Cong.)

From the Trumbull Papers, the following is quoted:

"New Haven, October the 9th 1776.

"May it please your Honour:—

"We have associated for the purpose of fitting out a Privateer but shall be unable to carry our purposes into Execution unless

your Honour or the General Assembly will grant us license to take from the Salisbury foundry a number of cannon.

Our privateer will carry 10 four-pounders and twelve swivels. We request your Honour therefore to give us an order for so many cannon and surety to be delivered on our paying the price affixed by your Honour and the Council of Safety. Your Honour will recollect that this application was made viva voce this forenoon at Mr. Mansfield's. We hope therefore that no application made since that time will deprive us of our chance of being supplied. We are with the greatest Respect

Your Honour's Most Obed^t H^{bl} Serv^{ts}

(Request granted by Council
Nov. 4, 1776)

Samuel Bird
Arthur Jarvis
John Lothrop
Pierpont Edwards."

The Hon^{ble} Jonathan Trumbull."

No record of the *Wooster's* activities on her first cruise has thus far been discovered. Captain McCleave had previously been an officer in the brig *Defence*, but transferred to the State galley *Whiting*, which vessel was either burned or taken by the enemy in the Hudson River. (See *Defence* and *Whiting*.) It is evident from records that the *Wooster* returned to New Haven after her first cruise, as an effort was made to raise £420 to fit her for a second cruise, May 31, 1777, according to the following memorandum now in possession of the New Haven Colony Historical Society:

"A Tax (to raise £420.) on the owners of the Privateer Sloop *Wooster*, to fit her for her Second Cruise. New Haven, May 31, 1777.

Pierpont Edwards Esq ^r	250 @	15 pr. ct.	£37-10	paid	£37-10
Samuel Broome &c.	175 @	do	26-5	paid	17-10
Ebenezer Platt	175 @	do	26-5	paid	17-10
Peter Colt	100 @	do	15-0		
James Lockwood	225 @	do	33-15		
Eliphalet Brush	100 @	do	15-0	paid	15-0
Jonathan Osborn	125 @	do	18-15		
Jonathan Brown	125 @	do	18-15		
William Battle	125 @	do	18-15	paid	12-12
Silas Kimberly	125 @	do	18-15	paid	18-15

John Pierpont	100 @	do	15—0	paid	10—0
Thomas Wooster	225 @	do	33—15		
Josiah Burr	175 @	do	26—0		
Elijah & Arch ^d Austin	125 @	do	18—15		
Amos Morris	100 @	do	15—0		
Robert Rice	100 @	do	15—0		
Isaac Beers—half Lothrop's					
John Lothrop	100 @	do	15—0	paid	15—0
Joseph Monson	100 @	do	15—0	paid	15—0
Zalmon Bradly				paid	7—0
Miles Johnson	100 @	do	15—0	paid	5—0
James Gilbert	50 @	do	7—10	paid	5—0
Joseph Smith	50 @	do	7—10	paid	5—0
Jonathan Durell	50 @	do	7—10	paid	5—0
<hr/>					
£2800			£420—0		

Whether the owners all contributed or not, is not disclosed, or whether the *Wooster* made a second cruise or not, is not discovered. Ebenezer Peck was chosen to command (commissioned Feb. 20, 1778).

The next evidence pertaining to this vessel appears in the Connecticut Gazette of New London, Nov. 13, 1778, as follows:

"On the 24th of November, 1778, will be sold at Public Vendue at Long Wharf in New Haven, the privateer sloop *Wooster*, 75 tons, well found, together with 10 four-pounder guns, with worms, rammers, sponges, ladles, breechings and gun tackles; a number of swivels, blunderbusses, small arms, pistols, swords, spears, and bill hatchets, with a quantity of cartridges, 800 weight of ball, grape and langrel, hand grenades, powder flasks and stink-pots, and a complete set of surgical instruments and medicine."

It is quite evident that Michael Todd of New Haven was the purchaser of this privateer, as shown by the following advertisement in the Connecticut Journal of Nov. 30, 1778.

"For St. Croix.—The Sloop *Wooster*, William Brintnall master, will sail in 4 weeks. Those who are desirous of shipping stores or freight in said sloop, may know the terms if they apply soon to the subscriber in New Haven.

Michael Todd."

The next news concerning the *Wooster* was as follows:

"Captain Brintnall of the privateer *Wooster* of New Haven, was captured in May, 1779, by the British, and taken into the West Indies."

YORK, Sloop.

Jabez Perkins, 3d, of Norwich, commander; commissioned Oct. 4, 1779. 6 guns and 10 men. An armed trader. Bonded for \$5,000 by Captain Perkins 3rd, Jabez Perkins and Joshua Huntington, all of Norwich. Owned by Jabez Perkins & Co. of Norwich. Witnessed by Jonathan Huntington and Erastus Perkins. (Vol. 16, p. 50, 196 Cont. Cong.)

YOUNG CROMWELL, Schooner.

William Wattles of Norwich, commander; commissioned June 5, 1779. 10 guns, crew of 45 men. Bonded for \$5,000 by Captain Wattles, William Coit and Joseph Williams, all of Norwich. Owned by Joseph Williams & Co. of Norwich. Witnessed by Jonathan Huntington and William Wattles. (Vol. 16, p. 53, C. C.)

Again commisisoned with William Reed as commander, July 16, 1781. Bond, \$20,000. Bonders, William Reed, William Coit and John Alden. Same ownership. Witnessed by Hooker St. John and Ebenezer Mead. (Vol. 16, p. 52, C. C.)

Again commissioned with John Cook as commander, Nov. 6, 1781. Bond, \$20,000. Bonders, John Cook, Seth Harding and Elisha Coit. Same ownership. Guns, 12. Witnessed by John Porter and Isaac Fitch. (Vol. 16, p. 51, C. C.)

On Sept. 8, 1779, Capt. Wattles captured a large sloop, the *Peggy*, Heman Kenny late master, from Halifax to New York with lumber; also the British brig *Walpole*, Wm. Robertson late master, from Cork with provisions, in company with Capt. Whittlesey of the *Retaliation*. They also brought in the British brig *Endeavour* from Boston, George May late master, bound to the West Indies. Court decree awarded Oct. 5, 1779.

On April 14, 1780, Captain Wattles took part in the capture

IT is agreed between the Master, Seamen and Mariners of the Schooner *Boston* (formerly *John Robinson*) as Master now bound from Halifax in Nova Scotia, to New York and Back to Halifax again

[illegible][illegible]

SHIP'S ARTICLES, BRITISH PRIVATEER "BETSEY"
Taken by Capt. John Cook of the "Young Cromwell"

of the British privateer *Dolphin*, 10 guns and 21 men, from St. Kitts, David Hunter late master, and had 3 men wounded in the combat with that vessel.

On May 12, 1780, Captain Wattles captured a British sloop with lumber (retaken), going into Sandy Hook, and sent her into New London for libel.

Under the command of Captain William Reed the following exploits are recorded:

On Aug. 10, 1781, he sent in an empty sloop, taken in Long Island Sound; and in August 11th a British schooner with lumber from Penobscot to New York, in which the *Randolph* and *Active* participated.

On July 31, 1781, Captain Reed returned from a short cruise and brought in the British privateer schooner *Surprise*, David Ross, late master, two days out of Sandy Hook, with 8 guns and 45 men.

Capt. Jonathan Buddington of Groton appears also to have commanded the *Young Cromwell*, from the following items found on record:

In April, 1781, Captain Buddington captured a British brig from Madeira, bound to New York, with 280 pipes of wine for the British officers, and carried her into Newport for libel.

On May 1, 1781, he also took the British brig *Salem*, a recapture, James Searing late master, cargo of fish and lumber (New London Maritime Court).

On May 14, 1781, he captured the British sloop *Tabitha*, in ballast, taken in Jones Inlet on the south side of Long Island. He also sent a schooner prize into Bedford, commanded by Lieutenant Douglass of the British Navy, who was taken prisoner.

Captain Hilliard is also recorded on June 24th, 1781, as commanding the *Young Cromwell* for a short cruise, and brought in the new British brig *Neptune*, with a cargo of fish and lumber, lately taken by the British ship *Assurance*. There was a midshipman and nine hands on board the prize, who were taken prisoners. The *Neptune* was bound from Piscataqua to Martinico.

Capt. William Reed's exploits and captures are detailed also in the following records, as taken from the original depositions,

libels and other documents on file with the New London Maritime Court papers.

The *Young Cromwell*, like the "old" *Cromwell*, succumbed to the enemy December 14, 1781, after an eventful career. Capt. John Cook was her last commander. The vessel was taken into New York for libel and condemnation by the British Vice Admiralty. Seventeen of her crew died in a New York prison ship of fever. Captain Cook escaped by swimming at night, and afterwards embarked in the schooner *Turn of Times* on a trading voyage to Demerara, but was again captured and sent into Bermuda. After his escape from the New York prison ship he arrived home in New London May 11, 1782.

On Oct. 13, 1781, on the south side of Long Island near Fire Island Inlet, fell in with and seized the British brig *Peggy*, Peter Jenkins commander, from Quebec to New York with a cargo of lumber. Henry Wattles, Lieutenant in the *Cromwell*, was detailed by Capt. William Reed as prize-master, to whom the *Peggy* struck her colors. Her papers were lodged, together with the brig, with the Register at New London for libel, and decision given the libellants.

The deposition of Peter Jenkins, of lawful age, is as follows, viz.: "That I was born in Boston in Massachusetts and have my home at Halifax and am a subject of the King of Great Britain and was late commander of the Brigantine *Peggy* of Halifax aforesaid, whereof Alexander Brimer of London, now in Halifax, was the owner; that said Brigantine laden with lumber and Essence of Spruce at Quebeck and saild thence the 12th Day of September 1781 for the City of New York, consigned to Alexander Brimer and Company in the City of New York; and on the 13th Day of the present month of October, being rather westward of Fire Island Inlett, we were fell in with and taken by the Schooner *Young Cromwell*, William Reed commander, and was myself by the consent of Captain Reed left on board the Brigantine *Peggy* and remained on board said Brigantine till her arrival in the Port of New London on the 18th Day of October 1781, and further saith not.

Peter Jenkins."

On the 27th of October, 1781, she fell in with and captured the British privateer schooner *Betsey*, John Robinson com-

mander, near the lighthouse on Sandy Hook. The *Betsey* mounted 6 carriage guns and was manned by a crew of 16 men, and had a cargo of fish for the British army in New York. Decree allowed libellants in New London Maritime Court, where the *Betsey* was taken. The *Betsey* hailed from Halifax, N. S., was of 75 tons burthen, and Peter Williamson was her mate. Her papers are on file with others of the Court records.

On Sept. 3, 1781, she fell in with and captured two ships about three leagues south of Southampton, Long Island, viz., the *Achilles*, 200 tons, and the *Williamson*, about 100 tons. Both of these vessels were brought into New London for libel, and decrees allowed. The proceedings of the Court are best represented by the following historic depositions, which form complete naval reasons and records pertaining to each prize. William Reed, commander of the *Young Cromwell*, was at the time, 43 years old, according to memorandum on back of his commission, light complexion, middling sett, dark hair with part gray, and was above the average in stature, being 6 feet 4 inches tall. His Lieutenant was John Cook, "28 years old, 5 feet 7 inches high, black eyes, long hair, well sett, and pitted with smallpox." The *Cromwell* was owned by Joseph Williams of Norwich. After the allowance by Court decree in favor of libellant, in these important captures, the *Cromwell* was commanded by John Cook, Nov. 6, 1781, and her former master, William Reed, took charge of a privateer schooner named *Turn of Times*, which see.

David Stanhouse of Hinderkeithen in Firth Shire in North Brittain, but now residing in London, and a subject of the King, was commander of the *Achilles* of London, owned by Walter Cope and Wm. Bignal & Co. of London, employed in the transport service, laden at Deptford with provisions for the King's Navy. Sailed from Portsmouth for St. Christophers, West Indies, Nov. 27, 1780, and left St. Christopher's for New York City in America, Aug. 1, 1781, and on the 3d of Sept. 1781, being in Latt. 40° 30' N. Long. 74 W., was captured by the Privateer Schooner *Young Cromwell*, William Reed, commander, arriving in New London Sept. 4, 1781.

John Credey, mate, made the same statement.

Christopher Reed of Norway, but now residing in Hull, in Great Britain, and a subject of the King, was commander of

the *Williamson*, owned by John Buntin & Boyn, of Hull, employed in the transport service of the British Navy as a naval victualler and laden with provisions at Deptford, for the King's Navy. Sailed from Portsmouth for St. Christophers, West Indies, March 12, 1781, and left St. Christophers for the City of New York in America, Aug. 1, 1781, and on the 3d of Sept. 1781 was taken by the Privateer *Young Cromwell*, and myself taken on board said *Cromwell* and brought into New London.

John Hunter, mate, made the same statement.

Deposition of John Cook,
Lieut. of the *Young Cromwell*.

I, John Cook of lawful age do testify that on the 3d of Sep. 1781, standing to the windward in the *Young Cromwell*, Wm. Reed, Commander, at 5 in the morning, made out 2 sail bearing SE, distant about 5 leagues. The wind being at SW, hove about and gave chase. After being in chase about half an hour, made out 2 sail bearing ENE, distant about 9 leagues. At one half past seven, came up with one of the chase, which was a ship from St. Kitts bound to New York. Made him heave too. I was ordered by Capt. Reed to go on board the said ship and take charge of her while he continued chase after the others. After my getting aboard of the Ship, made sail after the *Cromwell* and the chase. About $\frac{1}{4}$ past eight the other ship struck to the *Young Cromwell*. Then the 2 sail was close aboard of the land about 2 or 3 leagues to leeward of us. We had made the said vessels and bore away and had ——— of them about 2 hours before either of the chase came up. After they came up, proved to be the *Randolph*, Capt. Peck, and sloop *Success*, Capt. Hopkins. They put on board prize-masters and men aboard both ships. South Hampton bore about N by E, distant about 3 or 4 leagues. At 11 o'clock in the morning I received my orders from Capt. Reed to proceed to New London with the ship that I was aboard, which on the night of the 3d of Sep. I arrived in New London.

John Cook.

The sloop *Randolph*, Connecticut Privateer, 18 guns, 90 men, commanded by Augustus Peck of New Haven, together with the sloop *Success*, Rhode Island Privateer, Capt. John Burroughs Hopkins, 12 guns, 60 men, assisted in these captures and provided prize-masters and men. The claims of libellants were, by decree, allowed in November, 1781.

YOUNG LION, Galley.

Peter Vail of New Haven, commander; commissioned July 31, 1782. 4 guns and a crew of 25 men. Bonded for \$20,000 by Peter Vail, Robert Usher and John Alden. Owned by John Foster & Co. (East Haddam?) Witnessed by Jonathan N. Havens and John Porter. (Vol. 16, p. 54, Cont. Cong.) No other record.



APPENDIX

CONTAINING

CORRESPONDENCE

RELATING TO

THE DEFENCE AND OTHER VESSELS

(FROM THE TRUMBULL PAPERS AND REVOLUTIONARY WAR RECORDS)

APPENDIX

In Fairfield County especially, the need of armed boats was more necessary for the prevention of nocturnal excursions by the enemy from Long Island, than elsewhere on the Connecticut coast, due to the narrowness of the Sound in that vicinity, and many privateersmen were "warrented" by Judges Abraham Davenport and Thaddeus Burr, as well as by General Silliman, as occasion required. Among them are found the following: Captains John Sutton, Isaac Jones, Reynolds Finch, Samuel Hickox, Valentine Rider and James Vincent of Stamford; Jabez Fitch, Samuel Lockwood, ——— Johnson, Abraham Morrell of Greenwich; Abraham Cooper Woodhull, Nathan Peet Jackson and Aaron Rhea of Fairfield; John Ritch, Jesse Brush, Thomas Miner, Benjamin Pierce, Peter and Isaiah Betts of Norwalk,—all of whom were successful defenders and to whom favorable decrees were rendered for many captures of British shipping and illicit goods seized. Their services were almost constant, their crews were loyal, energetic and alert, and the State received a bountiful remuneration as the result of their operations and skillful strategy. Their captures included the British vessels *Robinhood*, *Defiance*, *William*, *Tryon*, *Peggy*, *Crane*, *General Howe*, *Friendship*, *Margaret*, *Elizabeth*, *Polly*, *Success*, *Delight*, *Exchange*, *Sally*, *Titus*, *Spicer*, *Hancock Rose*, *Betsey*, and many "Vinyard" boats, pettiaugres, whaleboats, etc., besides illicit merchandise, Hessian hostages, and unnamed sloops and schooners of various tonnage. The ports of Fairfield, Norwalk and Stamford were the scenes of almost daily excitement, and the arrivals of captive British victuallers, forage and fuel craft for libel, made necessary the permanent military garrisons at those places, to guard not only the prizes, but also the quantities of contraband and prisoners that were constantly coming in. Captains Clement Bishop, Gurdon Burnham and Moses Butler, all of Hartford County, appear to have been active in assisting their

Fairfield County brothers-in-arms in the spring and summer of 1779, as they are recorded as capturing off Norwalk the *Lively*, 40 tons, Ambrose Cleveland master; the *Mayflower*, 109 tons, Clark master; and the *John*, 96 tons, John Warner master; and doubtless others not recorded. These three captains commanded the *Gull*, *Rattlesnake* and *Revenue* respectively.

About Nov. 10, 1779, Captains Lockwood and Johnson, who fitted out temporarily two small sloops with four guns each, ran into Oyster Bay under the British flag, where there were four vessels moored under the protection of a large 8-gun brig, who asked the privateers where from? On being answered, "From New York," they were permitted to come alongside the brig unsuspected, and, boarding her, the people were surprised into an immediate surrender without firing a gun, though manned with 20 stout fellows, on which the other vessels also surrendered. They were all brought out of port destined for Norwalk. The brig, however, ran on a reef of rocks near Norwalk harbor, and was retaken by an enemy vessel from Huntington, L. I. The other four got into port safely. (*Conn. Journal*, N. H., Nov. 24, 1779.)

"During the winter of 1782, the boats commanded by Capt. Jabez Fitch of Stamford, were frozen in the ice in the Mianus River, which divides Greenwich Old Society from the rest of the town. Captain Fitch had his company or crew cantoned in houses contiguous to the river on the east side thereof, about three miles from the garrison commanded by Brig. Genl. Waterbury. Captain Fitch, apprehensive of a hostile visit from the enemy, both to destroy his boats, and drive off the herd of cattle in that quarter, the ice being sufficiently strong to favor such a project, he had kept a good look-out for several days, and on Friday, Feby. 15, 1782, at daybreak, discovered a party of them approaching on the west side of the river, consisting of about 80 light dragoons, with a number of infantry

mounted behind the horsemen. Captain Fitch having at this time but 17 of his men with him, thought it imprudent to make a stand against such a superior force; he, therefore, after firing an alarm, retired about a mile and a quarter towards Greenwich meeting house. Here a party of the enemy's horse equal in number to his party advanced and attempted a charge, but finding Capt. Fitch not only determined to stand his ground but advancing fast towards them, and giving them a full fire, they thought proper to decline the charge as well as to desist from their career of plundering, breaking windows, &c., and had one man wounded, one horse killed and another wounded. They then began their retreat towards the river with all the cattle they could collect, and Capt. Fitch pursued them to the river where they had 40 cattle and 50 sheep. Here Capt. Fitch with 18 men, had to encounter 30 horsemen and 24 infantry, besides a party posted on the west side of the river to cover the retreat of this and another party that proceeded as far as Stamford; but such was the undaunted firmness of this handful of men that they not only saved their boats and the company's blankets and packs which were in the enemy's possession, but retook the cattle and sheep and rescued a number of the inhabitants the enemy had made prisoners. Capt. Fitch and his party having taken the heights on the east side of the river, about 30 rods from the enemy who took the heights on the west side, kept up a brisk fire on them for about an hour, when Fitch had one man killed. The troops of the garrison were paraded, but the quartermaster being absent with the key to the magazine, the men could not be furnished with cartridges until it was too late to cut off the enemy's retreat. The party that went to Stamford were now returned with nearly 100 head of cattle. At this juncture, Fitch and his men crossed the river, and the troops from the garrison having come on, the whole pursued the enemy some distance and retook all the cattle except 9 or 10. The enemy's loss in the pursuit cannot yet be ascertained. The inhabitants between the lines say that they had a considerable number killed and wounded in sleighs, and it is said that a number of their

horses died of their wounds on their return. Thus, by the sturdy and truly brave conduct of Capt. Fitch and his small but resolute crew, were the people of the First Society in this place happily delivered from the depredation and ruin which threatened them." (*Connecticut Journal, New Haven, Thursday, March 21, 1782.*)

From a search of the available Maritime Court and individual records in Connecticut during the War of the American Revolution, it is therefore observed that Connecticut mariners captured very nearly five hundred sail of all classes, to say nothing of the vast amount of valuable cargoes or the prizes sent into France, the French West Indies, and other seaboard colonies and friendly ports.

Captain Timothy Parker of Norwich, Conn., born May 7, 1735, at Falmouth, Cape Cod; son of John and Elizabeth (Smith) Parker; removed to Norwich in 1745. He was Captain in the Connecticut Navy and later Captain of privateers. He married Deborah Lester, March 23, 1769.

Captain Thomas Shaw of New London was appointed Deputy Commissioner of Naval Prisoners, Oct. 24, 1778.

Captain Elisha Hinman of New London brought into Bedford about two tons of gunpowder for the use of Connecticut in January, 1776, and committed same to the care of Governor Cook of Rhode Island until Nathaniel Shaw of New London could arrange for its transportation. In March he was in command of the Continental brig *Cabot* and assisted in capturing the enormous quantities of ordnance at New Providence (Nas-

sau) and bringing same into New London. In August he was appointed Captain in Continental Navy. Later was a prominent captain of privateers.

In February, 1776, four more tons of powder arrived at New London in the *Maccaroni*, for General Washington's army, imported by Nathaniel Shaw.

On July 6, 1776, the sloop *Maccaroni*, of New London, bound for the West Indies, is taken and carried into Halifax.

Captain Francis Brown of New Haven, who sailed on a cruise in the early part of 1777, from Providence, in his privateer, captured a vessel bound from Gaspé to Jamaica with a cargo of fish, and took her into Martinico, where she was disposed of.

The British ship *Amazon*, 32 guns, Captain Jacobs, was detailed to the American station in 1778.

"H. M. S. *Scorpion*, off New York City Island.
Jany. 10, 1778.

"Pursuant to orders from Commodore Hotham commanding his Majesty's ships at New York, I do hereby give notice that if any Flag of Truce be sent hereafter from *any* port of the main to *any* port of Long Island contrary to the notice already given, of the Vice Admiral Lord Howe's Intentions in that respect, the vessel bearing such Flag will be detained, and the persons belonging to her treated as spies.

"*Philip Brown*, Captain of
His Majesty's Ship *Scorpion*."

"Baltimore, In Marine Committee, Jan. 28, 1778.

"ORDERED: That Col^o Walcott transmit to Gov. Trumbull the Resolve of Congress of Jany. 23rd for building two frigates in Connecticut and that he empower Gov. Trumbull and his Council to determine upon the places where they shall be built and to appoint proper persons to execute and superintend the business provided the season will admit of the timber being properly cut so as to effect the building of the frigates next summer.

"By Order of Marine Committee,

"John Hancock, Chairman."

(The *Bourbon* was built in Connecticut River; the *Confederacy* at Norwich.)

Connecticut Men at Fortun Prison, England.

Elisha Hinman, Captain *Alfred*, escaped (Conn.)

Peter Richards, Lieut. *Alfred*, escaped (Conn.)

Charles Bulkeley, Lieut. *Alfred*, escaped (Conn.)

John Welch, Capt. Marines *Alfred*, escaped.

Wm. Hambleton, Lt. Marines *Alfred*, escaped.

Committed June 18, 1778.

New London, May 1, 1778.

A sloop laden with coal was last week taken by Capt. Peter Griffing near Rhode Island lighthouse and sent into Stonington.

Stamford, May 5, 1778.

A very pretty affair happened here last week. A small boat from the eastward, commanded by Capt. Adamson, with 10 men and 6 swivels, went into Oyster Bay and fell in with the tender of the ship *Raven*. The tender mounted 8 swivels, had 9 men on board with "wall pieces," and every way equipped to make a vigorous resistance, but the boat after discharging her swivels and small arms, boarded and carried her in a gallant manner, and the next morning brought her into this

harbor. The tender had on board three hogsheads of rum, several casks of bread, and other provisions for the ship.

On May 15, 1778, Captain Daniel Deshon of New London was commissioned commander of the Maryland sloop *Molly*, 10 guns and 30 men, under \$5,000 bond. The vessel was owned by the State of Maryland.

Jesse Brush of Norwalk was commander of the armed whale-boats *Refugee* and *Revenge*, both duly commissioned by Gov. George Clinton of New York, and on Dec. 1, 1778, captured the sloop *Success*, 50 tons burthen, George Duell late master, and cargo of lumber and articles of merchandise and provisions for the British Army, and brought his prize into Norwalk, with three prisoners.

New Haven, June 2, 1779. Captains Brintnall, French, Miles and Thos. Trowbridge of New Haven, are taken by the enemy. Trowbridge is carried into New York and the others into the West Indies.

Captains Jared Starr and Jabez Lord, who were taken prisoners in the West Indies, arrived at Boston, August 17, 1779.

Nov. 24, 1779. Capt. John Sloan, in a Letter of Marque from New London, is arrived in the West Indies.

Captains Burnham, Tryon and Howard sailed for the West Indies, from New London Dec. 31, 1779.

February 23, 1780, Capt. Asa Benton of Hartford, in a sloop from New London, was taken by a British privateer. They destroyed his vessel and carried his crew to Ireland.

August 25, 1780. Captains Timothy Parker, Thomas Robinson and John Miller, all from New London, are captured by the enemy.

On March 18, 1781, Captains Stephen Buckland of the schooner *Patty*, Jonathan Merry of the sloop *Holken*, Daniel Hale of the boat *Hawk*, George Smith of an armed boat, all commissioned by Gov. Trumbull, captured, on Long Island, a large consignment of British goods and libeled them in Hartford County.

Captain Pierpont, in an armed boat from New Haven, was taken by the enemy April 14, 1781, at Canoe Place, L. I.

New London, May 11, 1781. On the 4th instant a cartel from New York arrived with about 100 prisoners, among whom were Captain Seth Harding, late commander of the *Confederacy*, Captain House of the privateer *Eagle*, and Capt. Lodowick Champlin on parole.

Capt. Nathan Peet Jackson of Fairfield, commander of two armed boats properly commissioned, on June 18, 1781, seized a quantity of British goods, also captured a small schooner July 8, 1781, Elisha Sisson late master, with cargo of British merchandise and brought them into Fairfield for libel.

Capt. Samuel Lockwood captured a British flag of truce, Wm. Bradford of Providence, late master, 30 tons burthen, with a cargo of British merchandise and British officers as prisoners, en route to Newport 1781.

Captain Clark, in a small sloop from Stamford, was taken by the British off Porto Plata.

On April 3, 1782, Capt. Joshua Griffith and Joshua Cook

deposed that on the 28th of March they found in Connecticut River at Lyme a red-bottomed sloop called the *Fanny*, with 30 tons of lumber, doing illicit trade with the enemy on Long Island, the sloop and cargo appraised at £300-12-3, and libeled same, praying for a Court decree, which was granted.

Capt. Jared Starr, in the sloop *Nonpareil* of New London, was taken on the 8th day of Aug. 1782, by the British ship *Arbuthnot*, Capt. Phillips, who treated him and his people with great generosity and politeness. Capt. Starr was detained 12 days in Bermuda, when he and all of his people were sent in a Flag to Boston.

Lieut. Samuel Bird, Jr., duly commissioned by Gov. Trumbull as commandant of the Black Rock fort at New Haven and to cruise on the Sound, while in command of a whaleboat, on Sept. 16, 1782, captured a small British schooner with a cargo of merchandise, salt and other articles, consigned to British subjects, said schooner being commanded by one Millar Turner, and brought his prize into New Haven for condemnation, which was accorded by the Maritime Court Sept. 18, 1782, in his favor.

Capt. Eli Leavenworth of New Haven on Dec. 20, 1782, took the sloop *Peggy* with a cargo of tar, flour, corn, &c., for the enemy, off Norwalk, Miller, late master. Decree granted in Fairfield Court, Jan. 7, 1783.

Capt. Eli Leavenworth also took the sloop *Crane* on the same day, Coley late master, and received favorable decree.

Capt. Valentine Rider of Stamford, properly commissioned to cruise against the British, in July 1782 captured an enemy vessel on the Sound with provisions and supplies for the British

Army; also on the 13th of Aug. 1782, a schooner in ballast; also on the 12th of Sept. 1782, he captured the British sloop *Exchange*, 100 tons burthen, Wm. Seymour late master, in ballast, and brought said goods, schooner and sloop into Fairfield County for condemnation, where decree was awarded captor.

Capt. Jabez Fitch and Capt. Ebenezer Jones of Stamford, properly commissioned as commanders of armed craft to cruise against the British, on the 22d of Sept. 1782, captured the sloop *Peggy*, 30 tons, John Stanton late master, with a cargo of merchandise; also the British schooner *Lively*, 35 tons, John Corney late master, with a cargo of fuel and forage; Edmund Richards, one of Captain Fitch's officers, on Sept. 29th, 1782, also captured a vessel containing a large quantity of merchandise. All were brought into Fairfield County Maritime Court for libel and condemnation. Decree granted favoring captors. Elijah Cooke and Jedediah Turner were members of Captain Fitch's crew, as shown by depositions on file.

Captains Valentine Rider and James Vincent, duly commissioned, on Oct. 14, 1782, took a schooner, Benj. Hutchins late master, and cargo of merchandise for the British. They also captured a boat with a cargo of firearms and beef belonging to the enemy on Long Island. And on Oct. 2, 1781, are recorded as capturing a Vineyard built boat, James McKearney late master, with enemy cargo. They brought all three of the prizes into Stamford for libel, and received favorable decree Nov. 22, 1782.

New London, March 8, 1776.

By Capt. John Chapman from West Indies we learn that Capt. Jabez Perkins, Jr., and Capt. Brown of this port, also Capt. Alex. Boyd from this port but last from Virginia, are taken and carried into Antigua. The English men of war

examine all the vessels they meet with and have lately carried into Antigua two French vessels, where they were condemned.

New London, Aug. 30, 1776. The Continental frigate *Trumbull*, now building at Chatham, will be launched next week, Thursday, Sept. 5, 1776.

New London, Jan. 31, 1777. Captains Joseph Bell from Groton and Andrew Palmer from Stonington are safe arrived in the West Indies.

The original brig or brigantine, though she carried a square maintopsail and topgallant sail, never had a square mainsail below it, like that carried by a "snow." The old brig's mainmast was rigged like a ship's mizzen-mast, and like that mast, had originally a lateen mainsail and yard upon it; and this was no doubt one reason that after this form of sail became obsolete a square sail was not set upon what was really the brig's crossjack yard. When this was done in the rig we call a brig—then called a *snow*—the fore and aft sail on the mainmast, or "spanker," was always bent to hoops which ran upon a small spar or jack-mast just abaft the mainmast.

New London, March 21, 1777. Last Thursday a small boat belonging to Mr. Samuel Beebe of Stonington, was taken in the Sound by the *Amazon*.

Universal (London) Magazine, January, 1780. The American schooner *Count d'Estaing*, from New London to Martinico with lumber, 90 tons, 22 men, taken Sept. 22, 1780.

June 27, 1777. Last Wednesday evening a Flag of Truce arrived here (N. L.) from New York. Capt. Charles Bulkley of this place, who was taken in a vessel belonging to this State and who has been a prisoner in a guard ship at New York near 3 months past, came as a passenger.

New London, July 4, 1777. It is reported that Capt. Coffin, in a ship from Stonington, was taken at Harbour Island near New Providence, Nassau, with some 8,000 bushels of salt on board.

July 18, 1777. Capt. Bigelow, belonging to Connecticut River, is taken into the West Indies.

Capt. Giles Latham, in the schooner *Little Jo*, belonging to this place, is arrived at a safe port from St. Eustatia, laden with salt. (July, 1777.)

The sloop *Betsey*, Capt. Wm. Packwood, from this port (N. L.) is arrived at St. Eustatia in 13 days passage. (July, 1777.)

Captain Stillman, from the Connecticut River bound to France, is taken and carried into New York (July, 1777).

Capt. Lemuel Deming of Wethersfield, in the sloop *Betsey*, arrived at Martinico, as also Capt. Eleazer Goodrich at Mary Galante. (Boston, July 28, 1777.)

Capt. Uzziel Clark of Middletown, in the *Elizabeth*, belonging to Benjamin Henshaw, arrived at New London July 27th, 1777, in 17 days from St. Croix, with 900 bushels of salt for the Salisbury furnaces and a quantity of rum.

Aug. 13, 1777. Lieut. Thos. Fleming of Norwich, a prisoner to Gen. Howe, is out of New York on parole.

New London, Aug. 22, 1777. Saturday evening last, Capt. Jabez Tinker, in a privateer from East Haddam,—a small

sloop, John Harris master, and a large boat belong to Peter Rogers of this port, were all driven on shore at Narragansett Beach by one of the enemy ships, and about the same time a sloop, John Keney master and owner, belonging here, was taken by a boat from a British man of war.

Sept. 19, 1777. The *Revenge*, Capt. Conkling, a few days ago spoke a snow with 427 hhds. of rum, as prize to Captain Staples of a New Haven privateer.

General Gurdon Saltonstall was appointed Naval Officer of the Port of New London, Dec. 19, 1777, in the place of Jeremiah Miller, resigned.

New London, Dec. 26, 1777. A valuable prize ship from Scotland bound to the West Indies, was taken by the Continental brig *Resistance*, Capt. Samuel Chew of New London, and is arrived safely at Boston. The value of the cargo is about £7,000.

A "Pettiaugre" was a two-masted, flat-bottomed boat or vessel, undecked, except sometimes at the ends, usually used for transporting small cargoes. It was sometimes spelled "Pettiaugre," "Periaugua," "Piragua."

Prisoner at Old Mill Prison, England, taken July 7, 1780, George Lummis of Connecticut, of brig *Industry*, committed Nov. 18, 1780. Also from the schooner *Two Sisters*, taken March 2, 1781, at St. Eustatia, John Stevens of New Haven and Benjamin Ashley of New London, committed April 24, 1781.

New Haven, April 8, 1778. Capt. Atwell, in a brig, and

Capt. Brown, in a sloop from this port, are both taken by the enemy. The former carried into St. Kitts and the latter into Antigua.

New London, June 26, 1778. The brig *Favorite*, Capt. John Lamb, the brig *Angelica*, and the ship *Blaze Castle*, Capt. James Munro, all privateers, are taken and sent into Halifax.

New Haven, June 17, 1778. Last Wednesday, Capt. Solomon Phipps, bound into New Haven harbor in a sloop from the westward, was fired at from the Black Rock fort, in order to bring him to. The ball, which was intended to have been fired at a proper distance ahead, unfortunately shot away a part of Capt. Phipps' jaw, and his life is in great danger.

Captain James Angell died at sea in 1794.

Captain William Leeds died in 1806.

Captain Michael Melally died in 1812 aged 77.

Greenwich, Dec. 22^d, 1775.

Gent^m.

Persuant to a Resolve of the Genr^l Assembly of this Colony Holden by Spetial order of his Hon^r the Governor at New Haven the 14th Day of Decemb^r 1775 I have Purchased the Brigantine *Lilly Ann* of Cap^t John Grigg of Greenwich with her Riging Sails & Appertinances for the Sum of one Thousand Pounds Lawfull money for the Gov^r & Company of this Colony. You are therefore ordered to Pay unto s^d John Griggs the said Sum of one Thousand Pounds Lawfull Money by order of Gent^m your Hum^{ble} Serv^t

David Waterbery Jr Comitty.

To the Com^{tee} of the
Pay Table Hartford.

Accompt of Sundry Stores and furniture of the Brigantine *Mary Ann* (probably should be "Lilly Ann") now called the *Defence*:

Blocks—those fit for use after repairs put on board as spare.

Mainsail, Forstaysail, & For Topsail, for spare sails now on board.

One Stearing and one Top Gall^t sail, being new and made larger and now in use.

All the running rigging, now on board and one old cable for Junk, the other two in service.

The yards and Topmast not fit for service, cut up for to Lay a platform in the Hold.

Part of the sails used for Parceling the reg^{en} and part for the Same use on the Row Galley, and now Remains part of two Sails on hand—proper for the Ship's regging.

2 Anchors Sent to Norwalk by order of Committee of Safety. Remains on hand in New Haven Lower Shrouds & Stays and part of Topmast regⁿ part being used for the Row Galley.

The two Masts with the Windless Remain here. Sundry Stores &c from the Brigantine *Minerva*, 3 stearing sails and 1 Topg^t sail altered and in use in the *Defence*. All the other articles according to Inventory Dld. to Cap^t Harding, some for use others to be left at N. London except Nine White Oak hhds left here.

The Guns on Board the *Defence* are 4 six pounders and two 4 pounders which came from New York and two 4 pounders which came from New London. The Guns left here by the Brig *Minerva* are 10/6 pounders and 9 of 4 pounders.

Taken for the use of the row Galley from the ships Dock while at New Haven, 12 Bolts of No 4 C—44 $7\frac{1}{2}$ yds—and sent in place thereof 6 Bolts No. 1 C—24 $5\frac{1}{2}$ yds, one Bolt No. 2 O—41 yds. Also a quantity of Match Stuffs left here.

Memorandum left with

Mr. J. Rice, July or Aug. 1776.

Defence Brig. Colony of Connecticut to James Rice.

		£	s	d
1776				
Jan. 5	To 16, 4-pounder carriages @ 35/	28
	0—2—3 iron	..	19	8
	Caleb Ford's bill for mending a gun	1	4	..
	Hamblin Dwight for carting guns	..	18	..
	Stephen Herrick for painting carriages	..	15	..
	Hezekiah Sabin for paints and oils	..	14	7½
	16 Cartridge boxes for cannon @ 3/	2	8	—
	24 Rammers & Spung Staff @ 1/	1	4	—
	20 ditto ditto heads @ 9/	—	18	—
	16 Match Staffs @ 9d	—	12	—
	16 Tompions @ 6d	—	8	—
	8 days boring and knocking rust off	1	4	—
	Charles Prindle's bill for Iron Work	15	0	10
		£54	11	2½

Isaac Sears }
Adam Babcock } Committee

Mess^{rs} Greenough & Todd to Thaddeus Burr Dr.

Feb'y C. q. lb.

1776 To 48-1-22 of Rigging dld them by Mess^{rs} John &
George Benjamin on my Acc^t for the use of the
Brigg *Defence* @ £3.10 Ⓕ hun^d - - - £169-10-8

Fairfield 8th April 1776

Errors excepted

Ⓕ Thaddeus Burr.

The Colony of Connecticut To James Rice Dr
To Sundrys Supply'd the Brigg *Defence* viz:

1776		
Feb. 7	To 6 wooden bowls	£0—5—3
	3 lb Brimstone @ 5d ⅓ & 5 lb Flour 7½d ..	1—10½
24th	1 Load Wood 7/ & 1 Side Leather 11/11	.. 18—11
26th	Cowtails for the Stink Pots	.. 12—10
28th	1 Earthen Plater 10d 12 lb Brimstone	.. 5—10
March 1	6 lb Brimstone	.. 2—6
2nd	12 scains Marlin	.. 7—0
4th	1092 foot pine boards 60/	3—5—6
	James Peck's journey to Stratford	1—13—2
	Cash paid for cutting a load of wood	—1—0
7th	" " freight on rigging from New York	—5—0
9th	" " Peter Heburn	6—4—6
13	194 foot boards	—11—8
15	20 lbs Leather	1—5—0

	Cash paid George King	1—3—0
20	“ “ Peter Bouturn	7—10—
	“ “ to Asa Fuller freight from Middletown	2—12—
	393 yds Tow cloth @ 1/6	29—9—6
22d	4 Barl. Tarr @ 20/	4—0—0
	41½ lb Oakum	0—13—10
22nd	173 foot Barge Oars	1—16—11¼
	6lb Ten Penny Nails 10d	0—5—0
Apr 1	23 yds. Tow Cloth	1—18—4
	6lb 10 Penny Nails 5/, 1 lb of 6d ditto	—5—11
“ 3d	8 gimblets 2/ Lengthening gimblets 2/6	—4—6
“	1 Speaking Trumpet (Bought at New London)	0—4—6
“	1 doz Klives & Forks ditto	0—7—0
“	Jedh Cook, for carting	0—4—6
“	William Peck for filling water	—6—0
“	Enos Grams for carting	—5—3
“	Cash paid for making the Colours	1—5—0
“	90 foot of timber	1—11—6
“	Cash paid Mr. Phipps	0—5—0
“	Cash supplyd 7 people, their Expenses New London	3—2—8
“	1 Load Knees	2—12—0
“	1 days labor	—3—0
“	Cash paid a messenger to Fairfield to Lieut. Bartram	0—15—0
“	My own expenses 3 times to Lebanon	2—0—0
		<hr/>
		£79—18—0

David Atwater of New Haven furnished paints, oils, brushes, bottles, Doctor's medicines & supplies, Pd.

May 3, 1776	£ 2—11—0
	35—15—8
	<hr/>
Total	38— 6—8

Michael Todd of New Haven furnished Rum and other supplies to the workmen while Riggig, during Jan. Feb. & March 1776. His bill was paid May 14, 1776—£32-19-0¾

The glass-ware of the *Defence* included 1 two-hour glass; 1 patent hour glass; 1 half-minute glass; 1 quarter-minute glass; 12 wine-glasses.

Joseph Howell & Co, of New Haven furnished Provisions

including flour, sugar, coffee, etc. from June 14 to July 22, 1776 @ £19-8-4½. Paid July 28, 1776.

Captain Seth Harding's bill from March 20th to Nov. 15, 1776, includes many interesting items, such as:

1 Ledger (probably the ship's Log), Enlisting expenses of men from Fairfield and Stratford, Lieut. Smedley's expenses to Lebanon, March 16, 1776, 7/6; also Lieut. Bartram's expenses to Lebanon @ 12 shillings; cash paid for "building the Galley," £1-19-6; a grindstone @ 6/0; for leather buckets, 6/6; 1 gross of bottles, £1-16-0; Expenses going after Tories; 1 German Flute, 15/; Lieut. Smedley's expenses to Long Island after Tories, £1-4-0; Expenses of Mr. Burr & Col. Whiting to Long Island after Tories, £2-4-6; Ebenezer Way's bill for "Tammie," 10/10; for a Boatswain's Call, 18/; 1 pr. bellows 5/; For Compasses, 3 shillings; For a fowler, 3/; For Dr. Nehemiah Whiting's bill of expenses when sick, £5-18-6; 2 quires of paper, 6/; For Quills and Ink, 2/2; Paper for ship's use, 5 shillings; 1 Spy glass, £1-16-0; For hiring the "Discovery" to go to Long Island after Tories, £5-6-0.

Fairfield, 15 May 1776.

Sir—

Agreeable to order I now transmit your honor an account of my proceedings since my last letter wrote while at Fairfield, since which I have enlarged my number to about one hundred and expect soon to have my complement of men. I proceeded with the Brig under my command from Black Rock harbor westward and on the 12th instant espied a small sloop attempting to cross the Sound, which I brought alongside and on examination found 8 persons on board who pretended they were going to New York for shad, but on more strict inquiry found to my satisfaction they were Tories from the town of Redding in Fairfield County, bound to Long Island to join Peter Fairchild, a noted Tory who had fled to the Island before. One of the 8 was Samuel Hawley whose declaration is inclosed, the contents of which declaration are a profound secret not communicated even to my officers, choosing rather to leave the matter to your honor's wise direction considering the character of a respectable gentleman who seems to be slightly pointed at.

Upon discovering that Peter Fairchild was on the Island I ordered Lieut. Smedley with a number of men to proceed to the Island in a small sloop in order to apprehend Fairchild but upon Mr. Hawley's discussing the whole scheme I hoisted a signal for Lieut. Smedley to return, which he did immediately and we arrived here this day, since which have dispatched my orders several ways and have brought in 7 more Tories whose names were given me by one of the 8 taken on board the sloop and expect some of the leading persons will soon be apprehended. Have ordered a small sloop to be taken into the Government's service and Lieut. Smedley with 40 men under him to take the sloop and proceed directly to Long Island in pursuit of Fairchild with directions to take one of the 8 Tories taken in the little sloop, who knows the place where Fairchild is lodged and had appointed to join him there, who is to write to Fairchild and acquaint him of the arrival, which it is hoped will afford Lieut. Smedley a favorable opportunity to seize him. I have taken this step with a full conviction of great expediency and even necessity of the measures and by the advice of Jonathan Sturges Esq^r whom I have consulted on the occasion in the before mentioned manœuvre. Had an opportunity to open sundry letters passing the Sound which have improved, but made no material discoveries. I send this to your honor by my clerk and pray a copy of this by him as I am so hurried as not to have time to copy. Shall proceed to N. London with a view to more thoroughly to fit the Brig and procure such things as are necessary for a cruise, unless your honor should order me otherwise. It is my opinion it will be highly serviceable to employ several small cruisers in the Sound, especially at the westward, to prevent the collection of Tories on the Island and to prevent the escape of those who are collected here, as it is hoped an attempt will be made soon to seize the whole body of them. I pray your honor's directions for my future conduct, which shall endeavor punctually to observe and shall make it my great study to serve the common cause to the utmost of my power. I am with great truth and regard,

Your honor's most Obed^t Humb^l Serv^t,

Seth Harding.

To Gov. Trumbull.

Letter from Seth Harding to
Gov. Trumbull, May 16, 1776.

May it please your honor—

Inclosed I send the confession of Charles McNeill, John McKay, & Daniel Baldwin, and a duplicate of the first as the original was taken somewhat hastily. It is really astonishing to see with what seeming coolness they were made. It is needless to observe anything about them as each contains very full declarations of whatever seemed to respect the Dulevants, but nothing could be extracted from them further than as appears by their confessions. Hope your honor will excuse me for desiring the original of each to be sent back as their names are subscribed by their own hands and may be useful in their tryalls which will come on in a few days. I was present with the Committee at each examination and with advices and assistance of them have been able to forward the plan of sending a vessel on a cruise to the Island. They set out this morning with a fair wind, and I am in hopes she will soon return with the desired cargo. I have, with advice of the Committee, sent fresh orders to Newtown from where I am in expectation of recovering some persons of no small consequence. Nothing further has transpired concerning an eminent character in this Colony who was mentioned in my last. I have communicated the affair to nobody but Mr. Stoddard, who has been helpful to me as scribe in my very great hurry as he is a young gentleman with whom I have had an intimate acquaintance since here and doubt not but I may rely upon him as I believe him a man of integrity and honor, for which I refer you to Mr. Burr, and also to Capt. Smedley of the *Defence*. Am hopeful your Honor will be tender in exposing that certain great character, as I have found nothing as yet so conclusive against him, as I am under strong apprehensions I shall in a few days. Hawley's confession was profusely voluntary (as indeed were the rest) being frequently cautioned by Mr. Sturges & self not to say anything but that to which he could make oath, and especially avoid traducing the reputation of any innocent man. I am fully convinced a little perseverance will detect a scheme of the blackest dye and make notorious a catalogue which would have exceeded all credulity. The Brig *Defence*—(not legi-

ble)—in this part of the Sound that I apprehend it would have been in vain to have sent her out on the present affairs. Accordingly with the advice of the Committee took the sloop *Discovery* into service, gave the command of her to Capt. Smedley. Subalterns were appointed from respectable gentlemen of this town, manned her with 40 of my own people. Hope your honor will excuse the liberty of this pressing emergency. I should imagine it would be of consequence of some small cruisers to cut off entirely the communications between the Main and the Island unless sufficient certificates for a passport were first obtained from magistrates or the Committee. However, submit the whole to your honored judgment. In the meantime, as your honor in Council was pleased to vote that I should have orders to cruise on the high seas for awhile, hope I may not be disappointed. I await your honor's further commands and shall cheerfully follow them with my best abilities. As my own desire was, I joined Commodore Hopkins at New Haven after the enemy had left the coast. I obtained leave to pursue your honor's first orders, have touched at several places and have now near an hundred men. Should have been now ready to have proceeded on a cruise to sea had not these new affairs turned up. Notwithstanding I mentioned my desires of going to sea, am however all submission to future orders. The enclosed letter to Col^o Cook has been opened by some of our friends that by means of this carriage it might come to your honor's knowledge. Col. Cook will know the well intended design, as it was done by advice of his good friends. Am desired to forward it, which I accordingly do. When I arrived at this place, found the Committee industriously employed in examining Tories. As I imagine matters were not fully ripe I expect them to suspend their examinations till next Tuesday, at which time hope to have something particular from your honor. I shall communicate everything of consequence as occasion may require. In the meantime have the honor to be with great respect

Your honors most Obe^t and Hum^{bl} Serv^t

Seth Harding.

Fairfield, May 16, 1776.
12 oclock P. M.

Fairfield, May 20, 1776.

Honor^d Sir:

I received your favor of the 18th whereas your honor has been pleased to order me to cruise in the Sound until further orders. After I had taken the small sloop that was carrying the Tories to Long Island, I fixt her with 2 swivels and put 30 men on board for to go to the Island in search after some Tory deserters that we heard lodged at such a place, which went and returned without making any new discoveries, after which I fixt out another small sloop called the *Discovery* to cruise to the westward, which has likewise returned. I am now about fixing out another small sloop that was taken from a Tory, that I called the *Life Guard*, to be commanded by Mr. Smedley, to cruise to the westward. As I have occasion of many necessities for the Brig before she can be fit for duty, I shall return to New London and there prepare her for service and after that return back to the westward and cruise except I receive further orders from your honor. The unnatural combination betwixt the Tories dayly grows more and more open and I shall shortly send your honor some new discoveries that I have already made. They are first examined by one which will delay me here for 2 or 3 days. I have cited them to the Committee and shall resign them up to the Committee. After I arrive at New London, if I have a convenient opportunity I shall wait upon your honor and Assembly.

I am Sir

Your hon's most obed sevt

Seth Harding.

Gov. Trumbull.

 Boston 20th June 1776.

Gentlemen

I thought it my duty to acquaint you that your Colony Brig *Defence* is now in this Port after being concerned in taking 2 ships and a Brig with 330 privates and officers. Your worthy commander is now sick at my house where the best care shall be taken of him. His disorder was a violent seizure of a cold. He has had no physician. They've given him an emetic and

taken some blood from him. This morning he is so much relieved that I make no doubt he will be abroad tomorrow. If in the interim anything should appear which calls our cruisers out I shall endeavor to get the brig among them to share in the emolument. If any time I can render your Colony services it will give me the highest pleasure, being with great truth gentlemen

Your most obed^t and Humb^{le} Servant

J. Bradford, Navy Agent for the
Collony of Massachusetts Bay.

To the Hon. Jonth. Trumbull Esq^r
of the Com. of Safety, Lebanon.

Boston Harbour, Brig *Defence*, 20th June 1776.

Honoured Sir:

After my Respects to your Honour & Family I think it my Duty as a Friend to my Country to acquaint your Honour of our Battle with the Scotch Ships & Brig. My neglecting this untill now was by Expecting something of Truth of the matter would have been mentioned in the Publick Prints by some gentlemen of this Place to Acquaint this Continent of the Calm and Brave conduct of our Worthy Captain. We saild from Plimouth on Sunday the 19th Ins^t in the Morning. After we got out of the Harbour we heard a Brisk and Continual Cannonnading towards Boston, but it being very foggy, could not Discover what it was, but expecting the fogg soon to clear off we made the best of our Way Towards the Firing & at two P. M. the weather cleared off. Soon after we Discovered from Masthead one large Ship, Brig and four Scooner, the Latter making the best of their Way from the two. We immediately took them to be what we since found they are. The wind being small we did not come up with the scooner untill sun sett, when by Signals we Let them know that we was a Friend. One of the Cap^t came on board us immediately & told us that these two Vessels we saw to Windward was two Scotch Transports with at least three Hundred Men in & that the four Eight gun Scooners had been attacking them ever since

eight o'clock in the Morning and found them too Warm for them. Captain Harding Requested of him how many men they had all lost. He answerd Not one. He told them they had not been near enough. Well, says the Capt. Do you Trye. Capt. Harding answered him that He had already Determind that, and made the best of our way towards them and at Eleven at Night found them anchor'd Small Distances above where the Lighthouse Formerly stood. We Likewise ran close to them and Anchor'd, Hail'd them from whence they came. They answerd from England. Capt. Harding ordered them immediately to strike. They like brave soldiers Refused & Immediately a very heavy Fire began & at the end of near two Hours we made them Surrender without the Loss of one man on our side, while according to the best accounts we killed twenty besides many wounded. The Scooners all this while was at anchor some one mile off & some half mile. None so near as to Draw one shot from either ship or Brig, while our Brig was within Twelve or Fifteen Rods of the Enemy & Receiv'd all the Fire. I believe our being so near was an advantage to us, they being very High that almost all their Cannon Shot Went over us. I must conclude by Beging your Honour's Pardon for Troubling you with this Long though very True Epistle.

From your Honour's Humb^l Serv^t

Samuel Smedley.

N. B. There is now in the Bay Eight Transports with two Frigates supposed to be part of the same fleet from Scotland. My reason for mentioning so perticular about the above Scooners is because they want to share equal with us in the Prizes when it is the work of almost all the People Here. They according to rights should have but Small part if anything, which I suppose will be soon judged. Our wounded is all Like to Recover soon.

List of Articles taken in the Transports

which his Excellency General Washington requests
General Ward to forward from Boston to New York
as soon as possible.

From Ship *George*

All the Fuzees, small arms & Bayonets, shoulder straps, Gun straps, Leather Bullet Pouches, Hair and Canvass Knapsacks, Belts, Flints, Marquees, and Soldiers Tents, Cannon, Tent poles, Tin Canteens, Camp Kettles, Blankets, Watch coats, Soldiers clothing, Stockings and black plumes.

From Ship *Lord Howe*

All the small arms, Bayonets and Cartouche boxes, Cask of canteens & Kettles, soldiers blankets, cutlasses, canvass knapsacks, marquees.

From the Brigantine *Annabelle*

All of the small arms, shoes, soldiers tents, sheet lead, pack saddles, cartouche boxes, leather bullet pouches, shoulder straps, gun straps with lashes, bayonets and belts.

By order of his Excellency General Washington.

S. B. Webb, A. D. C.

Boston, 27 July 1776.

Pursuant to Directions from the Continental Congress and from his Excellency General Washington, General Ward requests and directs John Bradford Esq^r, Agent for the Connecticut Navy to forward to his excellency General Washington all the within mentioned articles with the utmost expedition and dispatch, as they are greatly wanted for the Continental Army at New York.

Joseph Ward A. D. C.

The above vessels were captured by Capt. Seth Harding, commander of the Connecticut brig *Defence*, in Massachusetts Bay, June 20, 1776.

New London, July 14, 1776.

Honor^d Sir: I take liberty to inform your Honor this day y^e Brig *Defence* came from Newport and arrived here and in our cruse which your Honor has had information that in y^e

engagement with y^e ship and brig by the side of y^e ship and y^e Brigg Lying right astearn and not being in our power to fire on y^e Brig we had to suffer their fires near two hour untill by the brave activity of our worthy Capt. who behaved like y^e seaman, like y^e gentleman and like a man of honor. Therefore Honor^d Sir if you have any promotions to make it is my opinion that Capt. Harding is as deserving a gent as any in the Collony of Connecticut without exception. That I must applaud the gallant Behaviour of Lieut Smedley and likewise the other officers and men which Behav^d in the most brave manner. If any Promotion to Capt Harding may it please your Hon^r to let me know the gentleman whom your hon^r appoints to succede Capt Harding. With due respect I am your Humb^l Serv^t

Eben Bartram.

To J. Trumbull Esq^r
Lebanon.

New London, Dec^r 12th 1776.

Sir

This serves to Inform your Hon^r M^r Bartram Is a good Deale unwell and in my opinion Not capable to go on this Cruse for which I am Verry Sorey for his Illness at the same Time think he ought to be kept under pay for the good Services he has Dun in time past. M^r Bartram is a Man of Curig and I Dare say wood be willing to procead on a Cruse was it advisable.

I am Sir your Hon^s Most ob^t and most Hum^{bl} Servent

Seth Harding.

To Jonth Trumbull Esq^r Gov^r.

At a meeting of the Governor & company held Dec. 11, 1776, it was voted that Nathaniel Shaw, Jr., be and is hereby empowered and instructed to propose and negotiate an exchange of the following prisoners taken on board the ship *John* and the ship *Sally* (brought into this state by Capt. Harding of the brig *Defence*) for prisoners of equal rank and degree as may be to wit:

Captain Dunbar of the *John*.

James Watt, a passenger on board.

Captain Jackson of the *Sally*.

John Wright, surgeon.

* * * * *

and divers others whose names are unknown, and that he take their parole not to give any intelligence, act, or do anything against the United States of America, and in case such exchange cannot be effected, that they return immediately to this state again.

Dated, Dec. 13, 1776.

On May 23, 1777, Lieutenant Jonathan Leeds of the brig *Defence* died at Groton, and was buried under arms amongst a great number of lamenting friends. In his death his consort laments the loss of an affectionate and tender husband, his children, a kind intelligent parent, his aged parent, a dutiful beloved son, his friends an agreeable and social companion, the country an able officer and a good seaman. (*New London Gazette*, May 30, 1777.)

Norwich, Decem^r 21st 1776.

S^r: This is to Inform your Hon^r that as I am in a verry poor State of Health at present & it is verry uncertain whether I shall be able to go to Sea I therefore think it Highly Necessary to Send the Brigg to Sea. I would Recommend M^r Smedley to take Command of s^d Brigg if I am not able to go which is verry uncertain. If I am able to go I would Recommend M^r Smedley to the Birth of a first Lieut. I have nothing particular to Inform your Hon^r but Desire the favour of a Line as Soon as convenient. I am S^r with Due Respect your Hum^{bl} Serv^t

Seth Harding.

To Jonth T——
Gov^r, Lebanon.

Norwich 8 Jan^y 1777.

Sir

This serves to Inform your Hon^r I have got so as to go out for 5 or 6 Days past. The Brig *Defence* still Lyes at New London. The Brig is near about Redey. Recomend to your Honor to appoint M^r Samuel Smedley the Barer to go as first Lewtenant. The Doctors has pached me up, perhaps I may serve for one Cruse, if not I Desire M^r Samuel Smedley to take the Command of the Brig *Defence*. However hope your Honor will give Smedley orders to get Redey to proceed to

Sea as fast as possible. If am well anuf shall be glad to slip on bord and push to sea at the same time. Dont Doubt a good Cruise. Your Honor will be kind anuf to Let me no what M^r Whetmor's feass is that I may settle with Him. Hope your Honor will excuse my Incorrectness as I am not able to Rite as yet. I am Sir, your Honours most obedient Humbl^e Serv^t,

Seth Harding.

Jonathan Trumble Eq^r Governor
Lebanon.

Gentlemen

It is Represented to the Gov^r & Council of Safety that the Enemy are Cutting and Loading Wood on Shelter Island and that some Armed Vessels might act in Concert against them with Safety and greatly annoy these Plunderers.

You are therefore with the advice of my Said Council of Safety Directed to Consult with the Officers of the Armed Vessels in N. London Harbour on this subject and if they Judge they can with Prudence Join and Attack the Enemy with success you will act with them in that service (if you think fit)otherwise your whole attention will be Immediately Turned to Promote the Cruise now ordered.

Given under my Hand in Middletown this 11th Day of Jan^y 1777.

J. T.——

Comission
To the Officers of the
Brig *Defence*.

Middletown (Conn.) Jany 11th 1777.

Sir:

On Receipt of this you will with all Possible Dispatch Sail with your Crew on Board the Brig *Defence* on a Cruise for three months on the High Seas against the enemies of America and Take and Seize and Make Captures of all Such Vessels and their Cargoes within your Power as by the Laws & Resolves of the Congress of the United States of America are Liable

to be taken and held as Lawful Prize and them Send into this or Such Other of these States as you Judge may be Done with the Greatest Safety—and in Case your Health will not Permit of your taking the Command in Person for this Cruise you will Order L^t Smedley to Sail with the Command for the Cruise Aforesaid—with these Orders.

Wishing you a Prosperous Cruise and Safe Return.

Given under my Hand in Middletown the 11th Day of Jany 1777.

J. Trumbull.

To Seth Harding Esq^r
Capt. of the Brig *Defence*.

Sir: The Gov^r & Council of Safety are informed that you are infirm & incapacitated for your command on board the Brig *Defence*. Though your Skill, Courage & Faithfulness are well approved, you are therefore discharged from your office and place on board with our Thanks for your Pass^d good service.

Given under my hand in Middletown the 11th day of Jan^y 1777.

J. Trumbull.

To L^t Eben^r Bartram
of the Brig *Defence*.

New London Jan^y 23rd 1777.

Sir

Rec^d your Hon^s favor yesterday. The men are showing the Brig *Defence* Being nearly Ready to proceed to Sea which is so, only a few things from Norwich. M^r Smedley Informs me Likewise of my coming to Lebanon this Day in order for settlement. I am sorely to Inform your Honour I have bin here 7 Days to Day settling acc^t. Have bin sick ever since. Have got the Brigs acc^{ts} Nearly Settled and they would have bin settled 6 weeks ago had not my helth prevented. I hope to get to Norwich tomorrow if a pleasant Day and then the next pleasant Day to Lebanon. I have no thoughts I shall

be able to proceed to Sea. I have but little Hope of ever getting my helth but God only nose. I have sumtimes in hopes of a happy exchange, at other times Douthfull, but Hope I trust only in the Son of heaven. I heartily wish your Hon^s & Council the Blessings of God to rest with you and suces in our Navy and Army. God grant it so may be.

I am Sir your Hon^s mos^t obed^t and very Hum Serv^t

Seth Harding.

P. S. Smedley seams very Industurus and will have things I dont dout with Dispatch.

S. H.

To Hon^l Jonathan Trumble Esq^r
Lebanon.

Norwich, 19th Feb^r 1777.

We the Subscribers being Desired by Cap^t Seth Harding by order of His Honor the Governor & the Hon^{ble} Council to examine and Adjust his Accounts against the Brigantine *Defence* & State of Connecticut from the Twenty forth day of February & Fifteenth day of November 1776. Agreeable to said Desire We have Examined and Adjusted said Accounts & find a Balance due to Cap^t Seth Harding from the State of Connecticut of Nine Hundred Eighty Eight Pounds four Shillings & Two pence Exclusive of what is paid on the said Brigantines Dead & Run List.

Nath^l Backus
Joseph Howland

To His Honor the Governor &
The Hon^{bl} Council of Safety for
the State of
Connecticut.

New London Febr^y 1777.

Honourd S^r

Lieu^t Billings has been here & to my surprize tells me He Intended sending his Commission to your Honour having been offered the Command of An Armd Sloop at Norwich. There is Nothing Henders our Sailing But Want of a Lieu^t.

If your Honour would be kind enough to send me a Blank Commission so that I can Get one to Eastward would be of Greate Service to the Voige in Getting Men.

Am your Honours Humb^{le}

Sam^l Smedley.

To Jonth Trumbull Gov^r.

Norwich 8th Feby. 1777.

May it Please your Excellency.

This Comes to acknowledge my Gratitude to your Excellency for the honour and favours you have Confer'd on me in giving me a Lieut^{ts} Commission to serve on board the Arm^d Brig^t *Defence*. Notwithstanding your Excellency has twice given me a commission much to my honour—yet I have one more favor to Supplicate your Excellency for, which is to accept of my Commission again (which now Inclosed) and for no other Reason than that I am offered the Command of a Bermudian Built Sloop fitting out as a Privateer—and I think to do justice to myself and family I must accept of the offer. I am with esteem your Excellency's most obedient, obliged very Humble Serv^t

Henry Billings.

His Excellency Jonathan Trumbull Esq^r.

New London Feb^y 1777.

Honourd S^r

As there were orders Came to Cap^t Harding for the Brig *Defence* to Proceed on a Cruise of three Months & Cap^t Harding not being able Gave the Command to Me according to your Honours Orders I have therefore Got the Brig Ready for Sea so that there is Nothing Wanting but Men, which there is no Chance Getting here. We have not more than forty Men now belonging to the Brig & but very few Seamen amongst them but Shall not be Detained any on that Account as I think there is Great Prospects of Getting our Compliment at the Vineyard soon. Another Commission Officer will be very Neces-

sary on Board as there is but two now when there ware formerly four. If you think fitt to appoint another I would Recommend to your Honour Cap^t Angle of this Place. He is a sober steady worthy man & has been Master of Vessels this twelve years from this place & to my knowledge is a Stowt Seaman—such a man would be a Greate Service if it should be our Good Luck to Take a valuable Prize in Getting of her In to Port as he is well acquainted with all the Cost.

I am your Honours hum^{ble} Serv^t

Sam^l Smedley.

N. B. I shall be Glad to know by a Line from your Honour whether Cap^t Harding is to Draw a Shear of Prizes as Commander while on Shore. If there is any bad Conduct I shall Expect to Bare the Blame & if Good Shall be Judged by your Honour who must Receive the Benefitt.

To Jonth Trumbull, Gov^r.

Dartmouth, 16 March 1777.

Honord Sir

I did myself the Honor of writing to you on the 14th Instant by M^r Lewis—which I doubt not you have received by him. I mentioned my hearing of the Arrival of the Bark (taken by Cap^t Smedley) at Dartmouth but my Information was wrong, she put into a place called Woods Hole, very much exposed to the Enemy. On my arrival at this place it was the General Opinion she would be retaken. I had provided a boat and had everything prepared to go down and secure her Cargo, when about 3 ock P. M. to my great satisfaction I saw her entering the River. Immediately went on Board and took Possession of her papers, which I now transmit for your Perusal. I find no Invoice of the Powder—the gunner has made a return of two whole and five half barrells, which they aboard say is all. She mounts 10 carriage & 4 swivel Guns & 2 Cohorns, and seems to be well found in every respect. As the powder is an article in great demand I shall order it out and shall make preparation to unload the whole Cargo as soon as possible. Whether there are any articles on board not enu-

merated I am unable to say. If there should be I will by the first post give an account to you. A M^r Newcomb the Mate will del^r this to your Honour. He may give some Information more respect the Cargo. I must beg the favor of the Invoices by him when he returns.

With respect I remain your dutiful & obedient Serv^t

Sam^l Eliot.

N. B. I must request the favor of a list of such articles as may be wanted for the use of the State as they may in readiness be forward immediately upon application. There were no Letters on board when she arrived.

To Jonth Trumbull Gov^r.
State of Connecticut,
Lebanon.

Brig *Defence* at Sea 22th March 1777.

Sr: You are hereby ordered to Take Command of the brig *Grog* and carry hur into Sum Port in America and if you by Good Forting Sail in or near Boston Send a man to M^r Sam^l Eliot at Boston and Desire him Immediately to inform the Governor and he will Take proper care of the Prize. Take Good care that there is no Plundering on board. Be very careful as the Brig is Leeky. If you Get in or near Boston Go your Self or Send Sum Good Trusty hand and M^r Eliot will Take care of the Prize.

S^r I wish you a Good Time and well in.

Sam^l Smedley.

To M^r Jonth Alden.

P. S. S^r On your first arival you are to inform the Governor Immediately and Inform the Governor that you have Wrote to M^r Eliot to take care of the Prize.

{Latt^d in 16.54}
{Longitude in 49.18} S.S.

To Mr Jonathan Alden on Board the *Grog*
att Sea.

Boston 14 April 1777.

Honord Sir.

It is with the greatest pleasure I am able to inform you of the arrival of the Schooner *Anna* on Saturday evening, captured by Cap^t Smedley on 16 March in Lat. 16, long 48. She was bound from Bristol in England to Dominica and as M^r Lewis the prize master will deliver this to your Honor and will hand you the Invoice of the Cargo it will be needless to mention them in a Letter particularly.

The Cargo consists mostly of articles which will be at a very advanced price in this place, the flour and painters colors in particular, as there has been none at Market for a long time, the other articles are much wanted.

I shall libell her in behalf of the Concerned, first the State as owners, the Capt. officers &c on board and will pay the best attention in my power. I shall esteem it a particular favor if your Honor will hand me a list of the articles wanted for the State as they may be Laid by themselves and forwarded as soon as desired and any other Directions as you may please to give. As M^r Lewis was Desirous of waiting upon your Honor I consented upon his promising to make the greatest dispatch.

I shall defer unloading the vessel until his return. Cap^t Smedley 4 days before he took this prize fell in with and captured a large Bark from Liverpool in England bound to Pensacola, the particulars of which, and his engagement with 2 large ships M^r Lewis will give. As the *Anna* made no opposition, the men according to custom with us are entitled to their wages. I request the sentiments of your Honor and your Council of Safety and will act agreeably thereto. I must request the favor of the Invoice of M^r Lewis as I have not been able to take a copy of it. The Bark is arrived at Dartmouth. As soon as I have finished Libelling &c the *Anna* I will go there and take such measures as I believe to be most for the interest of all concerned, and will take all the previous steps necessary to her condemnation and if necessary have her Cargo taken out and secured in some of the back Towns. We in Boston look upon Dartmouth as most exposed of any place in the State. I have wrote Cap^t Harding ^{to} M^r Lewis and have requested

his attendance and assistance as I am certain it will be more for the General Interest for him to be at Boston or Dartmouth.

With greatest respect I remain

Your dutiful & obed^t serv^t

Sam^l Eliot.

Governor Trumbull.

Lebanon 17 April 1777.

Sir

With pleasure I rec^d your favor of the 14th ☿ M^r Lewis. Your Procedure with respect to the prize meets approbation & shall be glad you will proceed with both as mentioned—the best interests of all concerned. Inclosed you have a minute of such articles as you are desired to reserve for particular. The remainder of the Schooners cargo, reserving 73 of bread & flour to farther order—you will dispose of to the best advantage. The wages of such prisoners as have conducted well and have been guilty of no inimical act, you will please to discharge. The Invoice of the Schooners cargo is returned you. You will please to proceed as is proper with the Bark at Dartmouth. Should think it best that her cargo shall be secured as danger is apprehended, & inform me of your proceedings with each as you have opportunity. Cap^t Harding has no concern in the Brig *Defence* present cruise. Cap^t Smedley has the command & charge of her. Cap^t Harding is appointed to the command of the Ship *Oliver Cromwell* now in the Harbour of New London belonging to this State and preparing for Sea. You cannot have his assistance.

Wishing you success in business I am Sir

Your most hum^{bl} Servant

J. T——

M^r Eliot.

Bedford in Dartmouth, April 19th 1777.

S^r. I have the Pleasure to inform your Honour of the Brig *Defence* arival in this Port yesterday Afternoon not with

standing the bad Situation the brig was in when We saild. With regard to the men, have made out to Take and Man four Prizes viz. a bark Ship from Liverpool & Waterford bound to Jamaica Laden with Provisions Iron Work and Nails Sum bale Goods &c—a brig from bristol bound to Jamaica Laden with flower bread Paints & Oil bottle beer and Cider &c. the above two is arriv^d the latter at boston. The bark Mounted Ten Iron Guns—another brig from Glasgow bound to Antigua Laden with beef & butter—a Snow from Dublin with beef & butter &c. Several articles in the Prizes to Tedious to Mention. I shall be glad to have an answer from your honour What to Do with the brig. I am informed the harbor of New London is Well Liend With Enemies Ships as it Was When We Sald by Which I found Difucolt in Getting out In consequence of Which M^r Shaw has halled up his Privateer Sloop in this Port. I Would Recommend to your honour by all means Lengthen the brig and Put a Quarter Deck on her that She may be a Postern to Fight Which now she is not & most the uncomfortablest vessel that ever I Was In—She might be Done in Boston With Safety and I believe Verry Soon. I think It Would be the best Port for the brig at Present but shall be Ready to Obay any Orders that Shall Come from your honour. Our men's Times of Entering is Out & has been Sense the first of March Which has made Sum Dificulty Many Run a Way before We Saild and I suppose all the Rest Will Do the Same their time being out in about twelve Days after Expected to Go in to the Vineyard they had Pland to Go home but I See their Was no Chance for to make a cruiss unless We Put to Sea With What We had, accordingly We Did and With the blessing of God have made out beter than I Expected considering our Situation. I must conclude by Refering you to the Doc^{tr} for Farther Particulars. I am your Honours Most Obedient Humble Serv^t

Samuel Smedley.

Turn Over

N. B. I must (not) conclude Without mentioning the New appointed Officers to the Brig Which Does honour to themselves and Country Allways Ready and Willing to Fulfill and Execute

any Orders. I Directed all the Prizes to the Care of M^r Eliot of boston that Should Fall in at or near that Port as I Know him to be a Carefull man and one that Understands the Nature of business. The brig Will Want all New Standing Riggings and most all the Sails New and While that is Filling there Will be time to alter the Whole. I suppose the chance of Getting Men is as bad in New London as ever Which if it is Will be Impossible to get her Complement their. If your honour Should conclude to have the Men Recruited the inlisting Order Will be Necessary.

I beg to Know What to Do with the Prisoners. We have about twenty, 10 entered on board. S. S.

To the Hon^{ble} Jonathan Trumbull
Governor of the State of Connecticut
Lebanon.
For^d by Doc^{tr} Ellis.

Plymouth, 21 April 1777.

Sir—

This p^r Capt. Alden is to inform your Honor of the safe arrival in this port of the Brigantine *Grog* from Ireland laden with beef, butter, potatoes, herrings and sundry other articles, taken by Capt. Smedley of the Brig *Defence* belonging to the State of Connecticut. The prize master has applied to us as Continental Agents for assistance. We have taken every necessary precaution, have put on board the prize such persons as will infallibly prevent purloining and pilfering, and are getting her into the Wharf where we shall very particularly attend to her until your honor shall please to give Orders concerning her. As we have the honor of acting as Continental Agents in this place, and also of doing business for your honor the company general this way, we shall be much obliged if you'll permit us to transact the business for this prize, which shall be done with integrity and with strict regard for the interest of your State as well as of all concerned in her. The prize is very leaky and some part of her cargo is perishing. If it be absolutely necessary, we shall after applying to the judge of

'Admiralty for leave, take out such estates as must otherwise be best and make sale of them, such as potatoes &c. which we presume your honor will not object to. With tenders of our best services at all times we beg leave to subscribe ourselves

Your honor's most obedient
and Humb^l Servants

William Watson
Eph^m Spooner.

To his hon.
Gov. Trumbull.

Boston 25 April 1777.

Honor'd Sir

It is with the greatest pleasure I am able to inform your honor of the arrival of the snow *Swift* in Boston Harbor. She is the last capture of four made by the *Defence* on Monday last. An account was handed me of the arrival of the Prize taken by Cap^t Smedley in at Plymouth. I sett out for that place and intended to order her into Boston, as there is not the least danger of the enemy, but to my very great sorrow I found her run on shore so high up as it would be impossible to get her off without unloading. As it was my duty I engaged a vessel to lay along side and take as much of her cargo out as will lighten and get her off the Barr. The sloop is to proceed to Boston, the remainder is to be kept on board until further orders. Mess Watson & Spooner inform'd they had sent the Captain to acquaint your honor of her arrival. I hope they have wrote nothing respecting the agency. If they have I might request the favor of not being superceded. I libeled her and her tryall together with that of the Bark is to be on the 21st of May.

The Invoices of the snow & brig I have inclosed for your perusal. I might request them by the return of the Barer. I have taken all needful precautions and shall not in any manner engage any part of their cargoes except 10 or 12 bbs. of beef to the Committee for supplying the Poor, where distress is very great. The Board of Warr and the agents to the Com-

missary General have applied to me to engage the whole or any part of the cargoes that are ——— but I have absolutely refused selling to or making any agreement with them whatever untill I have particular instructions from your honor, respecting the part which the Gov^r & his Council of Safety we have lain by for further orders. I have answered them to every application in this manner. If any part of them are to be disposed of I will give timely notice, and if they will give the highest price the articles bear, the agent to the C. Genl shall if agreeable to Gov^r Trumbull, have part. I beg leave to mention a few particulars. The 11 bbs. cargo beef & 3 bbs. pork I supposed might be charged at the regulated price as likewise the Butter 291 firkins which are part of the cargo of the *Grog*. The other articles as they are not regulated will be at a much better price. The snow's cargo being much the same as the Brigs I shall proceed in the same manner with. All articles ordered to be lain by shall be attended to with pleasure &c. Cap^t Smedley wrote me from Dartmouth "he had requested leave into Boston and refit." I am just sending an express to inform him of two Frigates being in our Bay. I must be at a considerable expense respecting the *Grog's* cargo but I intend it shall be laid on the price of the articles which will be allowed.

I remain your dutifull & abedient Serv^t,

Sam^l Eliot.

To Hon^{bl} Jonth Trumbull Gov^r.

Lebanon 26 April 1777.

Sir—You are already acquainted with the arrival of the Brig *Grog*, another of Cap^t Smedley's Prizes at Plymouth, Mass. Watson & Spooner of that place have been kind enough to take care of the Prize and have tendered their services to act for this State there. We have informed them that you are our Standing Agent in their State and will have the care of that and of our Prizes, but as these gentlemen have laid us under some obligation by their good Offices in taking care of the Prize, we wish you in case you have occasion to employ any sub agent to give them the preference and also compensate

them for their services done & expenses incurred or that they do on them. Cap^t Corkean the late Master of the *Grog* is with me, and solicits the brig may be given him on consideration of the hardship of his case & his former friendship to the States & the loss of interest he claims to have incurred by declining to act offensive against us. I would have him treated according to the Rules of justice & Honor as he may appear to merit.

I Inclose a letter mentioning sundry articles, as in his chest, which he alledges that he landed in Scotland. I trust proper examination will be made whether the fact be as he represents.

I wish you to move the Maritime Court that the Prize may be unladen & the cargo disposed of in the best manner for the safety and Benefit of the concerned, the Articles of Provisions and butter, that part thereof which belongs to the State should chuse to have retained for use of this State, by an equal Division if permissable, if not that they be purchased at the Sale for account of the State.

I hope to hear from you from time to time and receive advice of your proceedings. The rule of Division by contrast with our people on board the armed vessels of this State hath been and is thus viz.—after deducting first one 20th part for the State the remaining part is Divided two thirds to the State and one third to the Cap^t and crew of which you will please to take notice in the partition of the Prizes now brought in.

J. T———l.

To M^r Saml Eliot Agent
Boston.

Lebanon 29th April 1777.

Sir: By your favor of the 25th instant I have the pleasure to learn the arrival of the last of Cap^t Smedley's prizes and thank you for your care and attention to our business.

You will receive letters from me respecting the prizes which are perhaps already come to your hands by which you will see we have no desire to suspend your agency. As the *Defence* is to be refitted and sent to sea with all expedition I wish you

to give Cap^t Smedley all the assistance you can for that purpose.

The enemy have now made an attack directly on this State, and it is reported, with what truth I am unable to Determine, they Intend ravaging our Coast, and in Some measure to make this State the Theatre of war. We therefore think it prudent to reserve all the provision of every kind taken on these four Prizes for the use of the State as it is highly probable we shall have occasion not only to Provide for our Militia on sudden Marches but also to minister to the Relief of our Inhabitants who may be forced from their Dwellings. You will therefore at present secure the whole of the provisions brought in in all the Prizes till further Orders, only excepting out of this general order Provisions to fit the brig for a new Cruise & an order to deliver M^r Nathaniel Shaw Jun^r Provisions for his Privateer at Dartmouth for which he hath an order, and you will consider this letter as countermanding all former orders respecting Provisions in s^d prizes except what relates to Smedley's Brig and M^r Shaw's Privateer.

It will be of importance that you take care of the Provisions & place them in such a situation as may secure them against any sudden invasion of the enemy which we leave to your Discretion. The Invoices and other Papers I return you inclosed.

I am sir &c.

J. T——l.

To Saml. Eliot Esq^r.
Boston.

Schedule of the Cargo of the Snow *Swift*.

30 bbs Beef	5 cags Tongues	2 bbs Pork
20 do do	60 firkins Butter	2 boxes Soup
6 half bbs Beef	3 do do	5 do Candles
35 bbs Herrings	12 do do	150 bbs Beef
260 firkins Butter	300 tierces Beef	40 do Pork
	100 lbs Beef	

All of which appear by the clearance & all the Beef & Pork is the very best mess meat for Planters. There were no regular Invoices on board.

Schedule of the Brig *Grog*.

110	bbs common Beef
3	do do Pork
330	do & 12 half bbs. best mess Beef
20	do & 12 half do do do Pork
15	half bbs Tongues
291	firkins Butter
12	tierces Mess Beef
1	do Pork
102	bbs. Herrings
4	cags salmon
43	hampers Potatoes
15	cags Tripe
3	bbs Hearts
1	crook Marrow
6	bbs Grotts
1	box Ling Fish

Hon^{ble} Gov^r Trumbull.

Nath ^l Shaw Esq ^r bot	}	Dartmouth May 17 th 1777
of Bark <i>Lydia</i>		& July

25	Teirces Pork	10:13:4	266:13:4
16	Teirces Beef	7: 6:8	117: 6:8
80	bags bread	79S—50/	197:10:—

			591:10:—
July	2 firkins 124 lb butter 9d		4:13:0
	2 bbs flour 4:1:26 @ 30/		7: 9:6
	300 lb powder @ 5/		75: —:—
	1 Jarr linseed oyl		1: —:—

88: 2:6

669:12:6

dld by Gov^r Trumbull's Order

Cargo of the Bark Lydia as appeared by the cockets

A bale oznabrigs
 A small do
 2 Teirces Pork
 3 bbs Pork
 50 tons bread
 81 Teirces beef
 12 bbs. beef
 600 lbs. butter
 60 bbs. Herrings
 40 Ponchions oats
 3 firkins tallow
 13M feet Deal & packing boards
 60 bbs. salt 400 bushells
 7 casks 1 cag wrot iron
 1 case 17 doz felt hats
 A bale Kendall cotton & caps
 A bale haberdashery
 3 boxes mould candles
 3 boxes soup
 2 Stone bottles oatmeal
 2 Jarrs lamp oyl
 1 box 10 gross pipes
 Loose 6000 bricks
 30 chaldron coals
 20 bbs Flour
 3 P sail cloth loose

Recd. out of her

A bale 11 prs oznabrigs none other
 100 Teirces Pork
 1 bbl Pork
 301 bags 1 Teirce & 27 bbs bread
 118 Teirces Beef
 11 bbs. beef
 42 firkins butter
 60 bbs Herring
 40 ponchions oats
 3 firkins tallow
 A large number boards in bark
 No salt at all
 A case hats (small round)
 1 small bale haberdashery
 5 boxes candles
 3 boxes soup
 no oatmeal
 no lamp oyl
 A box 10 gross short pipes
 no bricks
 no coals only for ship's use
 20 bbs flour damaged.
 no sail cloth
 A large hhd queen's ware

Boston 19th May 1777.

Honor'd Sir

Since writing to your Honor from Dartmouth I have wholly unloaded the Bark and *Anna* Prizes and have inclosed an exact copy of the Cargo of each. When we open'd the hatches of the Bark I was agreeably surprised with the sight of a hhd of Queens Ware and really expected to find many articles not enumerated but was disappointed. The salt, coals & bricks (except coals for the ships use) are missing. I sent for the prisoners who were taken in her, they inform'd me all these articles were taken out in the port of Waterford. From one I procured the inclosed schedule of the articles taken in at Waterford. We are now unloading the *Swift*. My design is to freight the cargo and all the Provisions in this place up Charles River and store them in withdrawing where we can have easy access by land or water. The stores are about 5 rod

only from the main road to Connecticut. I have ingaged a number of teams to move them back in the country in case such an attack should be made upon this place as to endanger them. Watertown is call'd as safe a place as any in these parts as it would be impossible for even a sloop to get within 3 miles. I have received a schooner load of provisions from Plymouth. The remainder shall be moved back. The remaining part of the Bark's cargo I have put into the care of a gentleman in Dartmouth in whom I have great confidence. It is distributed in the best manner I could. I made a longer tarry in Bedford than I intended in order to detect a gang of villians who have broke open the *Defence's* stores and have stolen 4 bbs of Beef and 2 swivel Guns. I traced them so farr as to recover 3 bbs of the Beef and have left the affair with Lieut Angell to prosecute as farr as it can be carried. Agreeable to your honors request I obtain'd leave to unload & dispose of the cargoes of the Prizes which I put into the Sheriffs hands and became purchaser of all beef, pork, flour and butter, on your States account. The tongue, tripe &c I did not purchase. I am now ready to deliver the provisions to your order and this measure I hope will be agreeable to you, as the State has immediate access to the stores and the Crew cannot be injur'd. I was in hope of hearing from your Honor respecting the division of prizes. I mention'd some time since the cause of their murmuring to be the report of their being intituled to only $\frac{1}{3}$ of the prizes. Some brought copies of the ships papers which mentions "they were on the same footing as the Continental Navy." I did all in my power to make officers and men easy, and before I left Dartmouth I circulated about £1200: L. money among them. It was the most weighty argument I could make use off. I have taken much steps towards providing a new crew that before the vessel can be gott ready for sea we shall have more than her complement of Pick'd men. I am desirous of seeing Cap^t Smedley as we could concert measures much better together for his getting away. M^r Nat. Barrett waited upon me and inform'd me your State was in great want of Sulphur for your powder works, upon which I pass'd through the town and have found about 5 tons which M^r Andrews is so obliging as to retain until I could acquaint

your Honor and receive an answer. The price £10 L money
 ₤ hundred he has refused, but as the public want it and it is
 an article of so great utility he will let me have it for the
 State's use. I request your directions as soon as is convenient.
 I have the honor to be your ob. Serv^t

Sam^l Eliot Jun^r.

To Gov^r Trumbull.

P. S. I mention'd my having ingaged stores for the pro-
 visions on Watertown River but the Agency for the Commis-
 sary Generall have filled the whole so I am obliged to have
 them carted about 3 miles from the landing place, which is
 the best deposit within 20 miles of Boston.

Hartford 25 May 1777.

Sir—This day received yours of the 20th inst. Have only
 time by this Post to inform you that two teams will be soon
 sent to Bedford to bring some articles from thence much needed
 here such as the oznabriggs Felt hats, the bale of Kendal cot-
 tons, haberdashery, cagg of Gimbleats &c. Shall also send some
 small vessel to bring some of the other articles of provisions,
 nails, &c. I shall give orders to you, on the person employed
 ——— and you will instruct him to deliver them according
 to my orders.

I shall send two other teams to Boston to bring other articles
 from thence, painters colors &c will be ordered. If you should
 be obliged to be absent at the time the teams come down please
 to instruct some person to deliver to prevent delay of the teams.

Cap^t Smedley was here last Saturday se'ennight and left
 me without my knowing he was gone off so soon. His orders
 will be sent him directly. Shall send him a blank commission
 or two to fill as I am informed his Lieutenant Leeds is lately
 dead. I am obliged to you for your care and vigilance in our
 affairs and that you have such a powerful argument to silence
 the murmurs of the crew. Wish to have the *Defence* to be
 fitted & to sail soon. Our ship *Oliver Cromwell*, Cap^t Harding,
 commander, is sailed, expect she'll touch at Dartmouth. Shall
 write you again soon. Inclosed is the Hartford newspaper,

and congratulate you on the success of our arms on Long Island, account of which is contained in that paper. With my compliments to the Rev^d Doc^t Eliot I am with Esteem & regard Sir

Your obed^t hum^{bl} Serv^t

J. T———l.

To Saml Eliot Esq^r.

P. S. I was informed that a 60 gall. cask of oil of olives was in one of the prizes an article much wanted for the army &c. so please notify me of it.

To His Excellency Gov^r Trumbull.

Bedford June 17th 1777.

Sir. This morning received your orders in favor of Adam Babcock Esq^r. Am sorry to inform your Excellency that it was not in my Power to execute them, but supplying the *Defence* has swallow'd the remaining provisions; he is gone to Plymouth with your order where he may probably get supplied. I am desired by Cap^t Smedley to inform your Excellency that the Brig *Defence* is in great forwardness, and hopes to sail at the beginning of the coming week as well mann'd as any vessel out of Port. He says she has been hinder'd by the want of Duck for a mainsail. M^r Babcock did not care to part with his, which obliged him to send to Boston. He has this day sett off for Boston in order to dispatch the Duck with some vinegar and other small stores not to be purchased here. In the Interim the Continental Agent has been so good as to lend the Duck until the Agent can repay it, so that the sails will be finished with all possible dispatch. Cap^t Smedley further desires to offer his duty to your Excellency and beg your excuse for not writing by this opportunity, but he knew not of it until he was mounted and setting out for Boston. Will advise you of every particular by some early opportunity. I am with the most profound respect your Excellency's most obed^t serv^t

Jos Eliot.

Memorandum.

By the Bale of Kendal Cottons I mean the caps 15 pr. coarse blue cloth & 11 prs white do as per sample d^d Cap^t Niles.

Expect the men to be entitled to the same proportion and regulation of the prizes as the Continental Navy.

J. T———l.

(a message memo.)

 Another Memorandum.

20 bundles caps
 15 prs coarse blue cloth
 11 prs white do
 7 casks & 1 kegg wrot iron

11 prs oznabrighs
 a Bale Haberdashery
 Soup
 Candles
 Pork to fill up

4 cask 10^d and 20^d Nails
 1 do Hoes, bill hooks &c
 1 do axes, hammers & malls
 1 cag Gimblets, all sorts.
 & 12 bundles 9/12 pieces
 substantial Tire iron.

Taken in at Waterford in y^e *Lydia*

100 Tierces Pork
 60 bbs Herrings
 46 Firkins butter
 12 bbs Beef
 100 Tierces Beef
 300 Bags bread

<i>Cargo of the Anna pr Invoice</i>	<i>Recd. from the Anna</i>
400 bbs flour	340 bbs flour*
10 ponchions & 46 bbs bread	10 Ponchions & 45 bbs bread
40 cags white lead	41 cags white lead
40 cags Spanish brown	40 cags yellow oaker
40 cags yellow oaker	68 Jarrs Linseed oyl 2 broken
70 Jarrs Linseed oyl	20 cags white lead
20 cags Spanish brown	20 do Spanish brown
20 cags white lead	20 do yellow oaker
20 cags yellow oaker	10 Ponchions beans
10 ponchions beans	20 cags Tripe
20 cags Tripe	9 Jugs Raisins 1 broken
10 Jugs Raisons	5 Jugs Gruts
5 Jugs Gruts	5 Jugs split pease
5 Jugs split pease	16 Jugs vinegar 4 broken
20 Jugs vinegar	3 cask bear 2 on bd <i>Defence</i>
5 cask Bear	3 do cyder 2 on bd <i>Defence</i>
5 cask cyder	5 cask ale
5 cask ale	20 half Teirces Lime
20 half teirces lime	40 quarter do do
40 quarter do do	2 common desks
2 mahogany bureaus	
216 Deals for heading } on	
40 half bundles hoops } board	

*The Captain & mate's accounts did not agree. The mate's was 390 bbs.

Hartford, Aug. 26, 1777.

Sir:

Your 2 letters respecting the prize *Honor* were duly received. I had before sent orders concerning her, addrest to you and the Prize master at Bedford which I presume you have ere this received.

Your favor \P M^r Wasson of the 22nd Inst came to hand this day. I think it is expedient to have the Brig *Defence* lengthened and to give her a quarter deck and sides and other repairs to fit her for sea. Have given orders to Cap^t Smedley for that purpose and wish you to give him every assistance in your power. I have directed him with your advice to discharge such of his people as can be spared and to call upon you for money to pay their wages which you will please to furnish him with. I shall depend upon you to take the best advice and put the business forward without delay. If M^r Shaw is yet

at Boston it will very agreeable that you continue to consult with him.

If any further instructions or assistance we can afford should be wanted you will write me from time to time. There are several cables in the *Honor* which you will please to inspect & if they will answer for the Brig or any of them, let them be reserved for her.

I am respectfully sir
Your obed. humb. serv^t,

J. Trumbull.

Sam^l Eliot Jun. Esq^r.

Boston 12 Feby 1778.

Honoured Sir

Permit me to trouble your Excellency with a few Lines more concerning the ship *Defence*, she now Lying at Hancock's Wharf with all her Provisions on board excepting bread and flour and small stores, her sails bent, with one hundred men on board including officers. Your Excellency doubtless knows the Expences she is attended with therefore my Reasons for troubling your Excellency at this time is to beg the Authority to Supply our Agent with Cash sufficient to send us to sea immediately. Your Excellency cannot think how exceeding expensive ships are fitted out at this Day notwithstanding there are about fourteen sail of Armed vessels in this Harbour at Present but none so forward with men as our Ship for which I have taken unwearied pains, sent to Falmouth, Cape Cod, Marthas Vineyard and Severall other sea port Towns which makes it very expensive but better than to have the Ship Lye in port all the season for it would be Impossible to man from this port as I have not entered above three or four here since I began to Recruit. I have Advanced the Greatest Part of the money you sent for articles for the Ship that was much wanted, and therefore beg your Excellency to send by the bearer M^r Robt Wasson a sufficient sum of money to M^r Eliot to compleat the ship and Pay the men their wages Due the same. His wants Perhaps he will mention to you in his Letter. I likewise shall be glad of my orders and if your Excellency thinks proper to send New Commissions, as I see nothing but what is here

mentioned to hinder sailing in ten days. Therefore for the Publick good make no doubt your Excellency will Comply with my Request. The cannon I expect every hour therefore hope soon to pay the State threefold for all her expences. Conclude your Excellency's most

Obedient Humb^l Serv^t

Samuel Smedley.

N. B. M^r Rob^t Wasson is a young gentleman of a good character and one of my officers who your Excellency may trust with any Sum you think Proper.

Boston 12th Feby 1778.

Hon^d Sir:

By Mr Wasson who is sent by Cap^t Smedley to Hartford I take the liberty of mentioning the difficulty in which I have been involved since I wrote to your Excellency. The bread which I had belonging to the State (taken in the Brig *Honor*) has all been condemned. It put me back one day, but the next day a gentleman was kind enough to lend me about 10000 lbs which was sufficient to stow them in the vessel upon my promising to repay him in a short time. I must request the Councils action to it, and to complete the bread for the vessels who have all their provisions (wood and water) except bread, in. Agreeable to your Excellency's order I received a nine & half inch cable. It was adjudgd insufficient for the ship, which obliged me to lay 2 cables (belonging to Col. Trumbull) into one of 11½ inches. I have been obliged to purchase an anchor for her, which with the other great expense attending fitting out the ships has so drained me of money that I am reduced to the necessity of requesting a supply. I intended to have forwarded the bills by M^r Wasson but am prevented by the workmen being all called to a muster for drafting men to serve in the Army. Capt. Parker will sett out for Hartford on the morrow. I shall write by him and send them forward. I remain

Your dutiful Serv^t

Sam^l Eliot.

Gov. Trumbull.

Dr.	State of Connecticut to Col ^o Noah Phelps	Cr.
1778	To Transporting 16	1778 By Order from Comtee.
March 28	Cannons 6 pounders	Jany 23 of Pay Table on Treasr.
	from Salisbury to Bos-	£160:
	ton for Ship <i>Defence</i>	March 24 By ditto on ditto
	belonging to this State	in full £409:1:6
	commanded by Saml.	<hr/>
	Smedley Esqr. as 3	569:1:6
	contract £569:1:6	

Rec^d March 24th 1778 an ord^r on Treas^r
for £409:1:6 in full of this Ord^r

Daniel Humphrey
Conductor of the Teams.

Received Boston February 25th 1778 of M^r Dan^l Umphrey
Sixteen Pieces of Six Pound Cannon Belonging to State of
Connecticut one of which Being Rendered Unfit for Service by
having one of the Trunnions Broke of, for Ship *Defence*.

Sam^l Smedley.

Gent.

Please to Deliver Col^o Noah Phelps or order Sixteen Six
pound cannon, cast at your Furnace and belonging to this
State to be by him Convey'd according to order to Boston for
use of the State Ship *Defence* lying in that Harbour.

Given under my hand at Hartford y^e 23 of Jan^y 1778.

Jonth Trumbull Gov^r.

To Mesrs

Henshaw & Whiting

Managers of y^e Furnace—Salisbury.

Oliver Cromwell, 20th April 1778, Latt. 20° Long 50 W.
May it please your Excellency.

In the Ship *Cyrus* comes Lieut. Peas of the *Defence* as
Prize Master. M^r Pease will inform of our falling in with
and taking the two Ships *Admiral Kepple* & *Cyrus* and of the

contents of their cargoes in a more particular manner than it is in my power to do at present. Have wrote by Lieu^t Tiling-hast commander of the *Kepple* more fully of the loss I sustain'd in men. I received some damage in the hull and rigging. Had 4 shot between wind and water through the side. Had several shrowd shot in two, together with braces, bowling and other running ropes, Sails a little tater^d &c. I take them both to be valuable Ships and hope they both come safe to port. I am Sir

With great respect your Most hum^bl Serv^t

Tim^r Parker.

To His Excellency Johnth Trumbull, Gov^r.

Capture of the British Ship *Cyrus*.

Ship Defence at Sea.

Latt 19°-30" No. Long. 49°W @ *Cyrus*.

S^r: Amidst the Greatest of Troubles & Difficultys of this World I find there is at Times some Pleasure. I shall Indea-vour in the First Place to Give your Excellency a Short Detail of the Former & Conclude with the Pleasing Circumstance of the Latter. On my First Weighing Anchor in Boston Harbour I found a Man on Board Broke out with the Small Pox & to Prevent its Spreading I thought Propper to send him ashore in the Pilote Boat but to my Sorrow I had not the Desired Afect for on the 13th Day from Boston I had Six Broke out with the same Disorder two of Which is sence Dead, My Chief Carpenter & a Petty Officer Belonging to Cape Cod. I held a Council on the Affair & as we had upwards of Fifty on Board which never had it thought Propper to Innoculate them All. Accordingly it was Done & are now in a Fare way to do Well, but as it Happen'd they were Taken Down at a Time when they were most Wanted, for on Tuesday 13th at Night we Brought to a French Ship from France bound to the Cape which Gave us an acc^t of their Parting with two Large Ships from Bristol bound to Jamaica that Same Day mounting

twenty & eighteen Guns each. We immediately Drove on the course we thought best to Fall in with them & accordingly the Next Day in the morning Discovered them. We soon was along side & a Warm Combat Insued which lasted for three Glasses, when they Struck. Cap^t Parker Engaged the Warmest Ship which to his Honour be it Spoken Behaved with that Conduct which would have Done Honour to the Greatest Admiral in Europe & I have the Pleasure to Inform your Excellency that ever sence our Acquaintance there has been the Greatest Union Between Us & has in My Distressed Situation Given me much Assistance. Conclidering the Warm Reception My Antagonist Gave me Came off much Better than one could Possibly have Expected Altho the Hold & Riging of My Ship was much Damaged, we had but two Men Wounded which am in Hopes Will do well. I must Conclude by Wishing them Boath safe in & for Further Perticulars Shall Refer you to the Officers on Board.

Am your Excellency's Most Humbl Serv^t,

Sam^l Smedley.

N. B. My Ship ever sence I have been out has been very Lecky & so continues owing to the Carlessness of the Carpenters, therefore shall be obliged to go in at Some Port Soon.

His Excellency Jonth Trumbull Esq^r, Gov^r State Connecticut
Lebanon.

(re taking *Cyrus* & *Admiral Keppel*)

Oliver Cromwell, 20th April 1778, Latt 20°, Lon 50 W.
May it please your Excellency:

Should the *Admiral Kepple* come safe to Port, M^r John Tilinghast my 3^d Lieutenant whom I have put in command of her, will give a more particular account of the value of both Ships and their Cargoes than I at Present have time to do. On Wednesday the 15th Instant about Ten in the morning fell in with the Ships *Admiral Kepple* and *Cyrus* from Bristol for Jamaica, both Letters of Marque mounting 18 excellent 6 pounders each. The *Kepple* made a very warlike appearance and was the best man'd ship by some considerable odds. I run

close along side of her in the *Cromwell* receiving the first fire at some distance but did not return it till I came close on board. She gave me a warm reception for about three glasses when she thought proper to strike. I unfortunately had one man killed outright, M^r James Day my Captain of Marines mortally wounded, since dead. I have two others with their thighs broken, which I fear will not recover, three more wounded, one through the arm, one through the leg, the other through the shoulder, like to do well. The courage and bravery of my raw undisciplined men cannot fail of doing honor to their country. The merit of my officers must be conspicuous to every deserving man in keeping such unexperienced young, as many of them went to their quarters without the show of fear or noise of confusion through whole short the warm action. M^r Peas the Lieut. of the *Defence* comes in in the *Cyrus*. Captain Smedley has been unfortunate in a leaky ship, likewise in having Small Pox on board by which means his Ship is much weakened I think. Have been always ready to render him any services in my power. There is a great harmony subsisting between us and I think we have been mutually serviceable to each other. All the Invoices that could be procured from on board the *Admiral Kepple* have enclosed to Cap^t Jabez Perkins. Have sent your Excellency a packet of late newspapers with a printed Bill with its amendments to enable his Majesty to send Commissioners to America, all of which I hope will come safe to hand. Shall cruize a little longer in these Latitudes and then proceed according to orders &c. Should my conduct hitherto and for the future meet with the approbation of your Excellency and the Publick Tis the only and highest reward I am seeking.

I am Sir your most obedient Serv^t

Tim^y Parker.

His Excellency Gov^r Trumbull.

Boston 20th May 1778.

Honor'd Sir—

I have the pleasure of congratulating you on the arrival of the *Cyrus* of sixteen Carriage Guns which (with the arrival of

the *Kepple* of eighteen Guns) was taken by the Ships *Oliver Cromwell* & *Defence* after a smart engagement of three glasses. We have met with a Loss in the Gallant Captain Day who with one man was killed. Both Ships had Some wounded. The particulars of the engagement, of the courage and good conduct of the respective Captains, officers and men, Mr. Cahoon (the bearer) an officer of the *Oliver Cromwell*, will give to your Excellency. The prize arriv'd safe in Cape Ann last Eve^e. I am taking the Necessary steps for her being brought up to this Port. The *Admiral Kepple* has not yet arriv'd. I enclose the only Schedule of the Cargo of the *Cyrus*. It appears to me that there must be many valuable articles on b^d beside those mentioned, by the account M^r Cahoun gives of her. Your Excellency's directions shall be strictly conformed to by

Your Dutiful & Obedient Serv^t

Sam^l Eliot Jun^r.

Gov^r Trumbull.

Charleston, June 1, 1778.

Sir: My two Letters, by the *Admiral Keppel* & *Cyrus*, Prizes, I hope your Excellency has received, with the two prizes. My reason for not convoying them in was thus mentioned on account of the Small Pox which Sixty of my own men was then down with, one of which Since dead. I continued Cruising about four weeks to Windward of the West India Islands in company with Cap^t Parker in the *Oliver Cromwell*, but unluckily fell in with none but French and Dutch ships. But this time my Water was about expended and had concluded to go into Martinico to refile. Cap^t Parker advised me to proceed down the Islands with him when it was likely we might fall in with some homeward bound ships, and from thence to this place. I considered that it would be most best for the State for the Ship to repair to some Port on the Continent as the natural expence might be so much easier replaced. We accordingly made the best of our way and arrived here the day before yesterday, well, though the President has order^d our Ship to ride quarantine on account of our having had the Small pox on

board during the cruise, though am in hopes it will be two or three days as there is not the least infection now on board. I expect to be ready for sea in about three weeks when I shall proceed on another cruise which I wish may prove successful. Your Excellency may depend there shall be no time lost in fitting the Ship and that my utmost endeavor to Serve the State shall not be wanting.

Am your Excellency's

Most Obed Hb^l Serv^t,

Samuel Smedley.

Governor Jonth Trumbull.

Charleston, June 3, 1778.

To Jos. Trumbull Esq^r.

Sir—I have now the pleasure to acquaint you of the arrival of Capt. Parker in the *Oliver Cromwell* & Capt. Smedley in the *Defence*. By the former I received the favour of your letter of the 10th March and you may rely on our care in the execution of your Orders. The Indigo shall be ready as soon as he can take it on board which we will hope to be in 8 or 10 days. We shall supply whatever is necessary for the repairs of both vessels but are sorry you place no funds in our hands to reimburse us as it will be very difficult to pay bills on the Northward should we want to draw. We would therefore recommend your sending a sufficient sum to be always ready in future. Continental Loan Office certificates will not do. Cpts. Parker & Smedley have fortunately on their cruize made Prizes of 2 ships belonging to and bound from Bristol to St. Kitts and Jamaica and ordered them to New England. The one is called the *Keppel*, Captain Brown, mounting 18 guns, the other the *Cyrus*, Captain Dick of 16 guns. They were both well manned and made a stout resistance. The *Oliver* had her Capt of Marines killed, and a few others. The wounded shall be properly taken care of. I hear but of two. The small pox broke out unfortunately on board the *Defence* soon after she left Boston and although they have been free from it near a month, she is obliged to perform quarantine. There is no

time fixed but hope in 8 or 10 days that she will be allowed to come up to town. The *Oliver Cromwell* will want a good deal of ship bread which is very scarce and dear here. What she took in at Boston has proved very bad. We have not heard how Capt. Smedley has turned out. We are with great regard sir,

Your most Obed. Serv^{ts},

Rose & Torrans.

Jonathan Trumbull Esq^r, Governor
Lebanon, Connecticut.

Charleston, So. Car. June 26, 1778.

Sir.

We refer to what we had the honor of writing you on the 3rd instant on the arrival here of Capts Parker and Smedley: and have now the pleasure to acquaint you of a short but successful cruise which Capt. Smedley undertook since on the *Defence*. On receiving intelligence of several of the enemy's Privateers being on our coasts and annoying our trade with impunity Capt Smedley (notwithstanding he was at the time performing quarantine for small-pox) on an application from His Excellency our President, fitted out the *Defence* immediately being assisted by Commodore Gillon & Capts Robeson & MacQueen (all in the sea service of this State) and last Friday sailed over our Bar in quest of them, having in company with him a French armed Sloop called the *Volant*, commanded by Capt. Daniel who voluntarily offered his services on the occasion. Before night they fell in with three Privateer sloops, two of which they took and proved to be the *Tonyn's Revenge* commanded by Capt. Peter Bachop, of 12 carriage guns besides swivels, and 72 men. The other is the *Ranger* of 8 guns and 35 men, commanded by Capt Osborn and both belonging to St. Augustine. The other got off while Capt. Smedley was securing his Prisoners the weather proving heavy and night coming on. The *Defence* and *Volant* with their 2 prizes returned into Port the next day and the *Defence* is now out of quarantine. Capt. Smedley has acquired great reputation on this occasion and has done a splendid service to the common

interests of the State. The prizes have been libeled in the Court of Admiralty in the name of Capts. Smedley & Daniel, and we, on behalf of your State have claimed $\frac{1}{2}$ of what may be adjudged to the *Defence*, which will we hope go a great way toward paying the expenses and outfit of the *Cromwell & Defence*. We hope in a few days that Capt Parker will be ready to receive his indigo and when it is on board we shall give you the earliest notice of it, with whatever else may occur. We are with the greatest regard, sir,

Your most obed. Serv^{ts},

Rose & Torrans.

Jonathan Trumbull Esq^r

Governor

Lebanon, Connecticut.

Boston, Aug^t 3^d 1778.

Hon^d Sir. I am to Inform your Excellency of the Ship *Defence's* arrival into this Port after Cruize from Charlestown of about four weeks, not so Successful as I could wish, but the Ship being so very foul it being more than Eight months since she was cleaned, obliged me to come into Port. The Authority of Charlestown would not Permit Me to Lay my Ship on Shore, but obliged Me to Perform Quarantine at the Harbour's Mouth on account of my having had Small Pox on Board during the Cruize. They would not suffer the Ship to go up to Charlestown, not with standing the Repeated Promises I had of being Permitted Every Week. Could I have gone up to Charlestown, the Ship might have been compleatly fitted for Sea, which was my entire view in going into that Place. But after Waiting week after week without any Prospect of being in the End Suffered to Go on with Cleaning my Ship, I was obliged to put the Ship into the Best condition my Bad situation would allow and Proceed to Sea. After this was Done I received Intelligence from the Governor of there being three Privateers Cruizing on the Coast, which Greatly annoyed them, with His Desire that I would Proceed Immediately after them which I accordingly did, and had the Fortune to Fall in with them,

two of which I soon Captured, the other made off while they were Securing the Prisoners on Board. The next Day I got Safe with them into Charlestown, with a Large Bermudian Sloop of twelve guns and Seventy two Men, and a Sloop of Eight Guns and thirty six men. The Prisoners I delivered to authority. The vessels I delivered to M^r Rose who will transmit to your Excellency a particular Account of the Whole. My Clerk, M^r Wasson will be able to answer any particular enquiries your Excellency pleases to make. My peoples Times are out. They will Expect their Wages & Discharge. I await your Excellencys orders about the Ship which I am Ever Happy to obey. I am with the most Profound respect,

Your Excellencys Most obliged and most obedient

Sam^l Smedley.

M^r Wasson will deliver into your hands the Commissions of the two Prize Sloops.

To Jonth Trumbull Gov^r.

Boston Aug^t 3, 1778.

Hon^d Sir.

I have to acquaint you by M^r Wasson of the arrival of the Ship *Defence* in this harbour from Charlestown. It was very unfortunate for the whole that permission was not given Cap^t Smedley to leave his Ship out and clean her bottom. It would have been much for the advantage of the State and the crew, but as it was not granted it certainly was prudent to put into port. M^r Wasson was on board the Ship. He will be able to give your Excellency a particular account of their transactions. Cap^t Smedley did himself much honor by going out of Charlestown and capturing two of the enemy's Privateers and carrying safe into Port. He informs me that they were committed to the care of Rose & Torrans.*

* At a meeting of the Governor & Council held at Lebanon Dec. 4, 1778, it was

Voted: That his Excellency the Governor be desired to draw on Mr. Eliot agent in Boston, in favour of Capt. Smedley for the amount of Prize Money due to the officers and crew of the ship *Defence* for the prizes sent into Carolina and write Mr. Eliot touching some pieces of Holland being prize goods and direct him to settle respecting them with Capt. Smedley.

Your Excellency may depend upon my attention to the interest of the State and as I have almost every article for fitting out a warlike Ship, the *Defence* may be ready in a very short time for the cruise, either off Sandy Hook, Newport, the Sound, or anywhere else.

If it would not trouble you too much I would request the favor of an answer to mine & M^r Shirley's letter of the 6th of July. M^r Shirley appears very uneasy about them. I remain,

Your Dutifull Serv^t,

Sam^l Eliot Jun^r.

Gov^r Trumbull.

Lebanon 6 August 1778.

Sir. Mr. Wasson delivered me yesterday your letter of the 3rd Inst. I do sincerely congratulate you on your success both first and last. Your conduct meets approbation. Your further directions and orders are continued in the resolve of myself and Council and in my orders which are enclosed, and wish you success in your intended cruise.

In am respectfully sir,

Your obed hbl. serv^t,

J. Trumbull.

Capt Sam^l Smedley.

Captain Samuel Smedley, promoted to be 1st Lieut, of the Brig *Defence*, Jan. 10, 1777, and in February was appointed Captain for the present cruise. He appears to have continued in command of the vessel and to have been quite successful in making captures. (See Public Records of Conn., Oct. 1776-Feb. 1778, pages 156-168.)

Lebanon, 6th August, 1778.

Sir—

Yours of the 3^d inst. M^r Wasson delivered me yesterday. Inclosed is a Resolve of myself and Council for your direction relative to Capt Smedley and his Ship the *Defence*. How you are in Cash I am unable to judge. The order I had on our Treasury in your favor have done nothing upon, hoping you would not have occasion for it, after the coming in of the two last prizes. Hope you are able to supply the money necessary for Capt. Smedley. All possible dispatch is necessary to get him to sea again at this important juncture and do not doubt your diligent attention to the interest of this State.

You are acquainted with my melancholy situation occasioned by the death of my son, and my necessary attention to him during his sickness and death at my house. God grant that I may make a wise improvement of this mournful dispensation of his Holy Providence, and hearken to this call, to be also ready.

I have enclosed a flag for M^r Shirley &c left blank for the name of the vessel, and also the purposes on the back, both to be filled by you. Suppose he would not incline to fall into the hurricane months. Have wrote to President & Council to give him leave to hire a vessel to go out of the Port of Boston. You will transact the matter in the best manner for him and this State, take his parole for himself and such of his as are proper for the exchange, also Mr Phipp's parole.

Please inform what may be further necessary concerning him and any other of the affairs of this State.

I am most respectfully sir

Your obed. & hbl. serv^t,

Jonth Trumbull.

Sam^l Eliot Jun^r Esq^r.

Charleston So. Car. Aug. 15, 1778.

Sir. Our last letter to you was dated the 26 of June advising the success which Capt. Smedley met with in having taken two Augustine Privateers called *Tony's Revenge* and *Ranger*.

The prizes have been since sold and will produce upwards of £80,000 of this currency, $\frac{1}{3}$ of which goes to the sloop *Flyer*, Captain Daniel who cruised in company with the *Defence*. The remaining $\frac{2}{3}$ to be divided between the State and the Captors. The *Defence* has since sailed on a cruize and her disbursements here which we have advanced amount to £21954.13.0. Those of the *Cromwell* are £34596.13.3, making the total £56551.6.3, equal to 34,801 Dollars, which is placed to yours and the Debit of the State. The amounts are signed by Capts. Parker and Smedley and will be forwarded by the first mail by land. Capt. Parker sailed in the *Oliver Cromwell* for Nantes about a month since and we shipped 12845 lbs of Indigo on board of him on a/c of the State amounting ₤ Invoice to £54286.9. this currency, and 1172 lbs on your own, amounting to £4984.18.0 more, all of which is placed to your debit. We have by this opportunity of Cap^t Ward well drawn, a Bill on you on a/c of our disbursements for Capts. Smedley and Parker for 1892 Dollars at 10 day sight in favor of John Murray, Tho^s Young & Alex. Wright Esq^{rs} to which we doubt not your giving due honor. It is with concern we learn from those gentlemen, who are just arrived from New London, of your bad state of health. We sincerely wish speedy recovery and are with real regard

Dear Sir Your most Obed^t Serv^{ts}

Rose & Torrans.

Jonathan Trumbull Esq^r Governor,
Lebanon, Connecticut.

N. London, 30th August 1778.

Honoured Sir—

I would Inform you of the Ship *Defence's* arrival in this Port after a Passage of About 48 Hours from Boston. She is now almost fitt for sea excepting the Want of Men, of which there is not one Belonging to her excepting Officers. I was obliged to Hire Men by the Day at a very Extravagant Rate to bring the Ship into this Port. My Present Indisposition

of Health Prevents my waiting upon your Excellency at this Time. I might beg Liberty to go up to Fairfield in hopes by the Country Air of Recovering that Blessing I have so long been Deprived of. In the mean time shall leave M^r Angell my first Lieutenant to go on with the Business here, while myself with some of my officers are Recruiting to the westward.

Have the Honour to be with Greatest Respect,

Your Excellency's Most

obedient Serv^t,

Sam^l Smedley.

To Gov^r Jonth Trumbull.

Lebanon 31st Aug^t 1778.

Sir—

Am rejoiced to hear of the arrival of the Ship *Defence* at New London. Hope your health may be established again. Liberty is granted for you and your officers to go to Fairfield on the business of inlisting and recruiting at the westward. I depend on your activity that no time is lost so the Ship may sail on another cruize soon. Lt. Angel is to remain with the Ship and to use his endeavors to fill your complement.

I am respectfully

Sir your obed^t

H^{ble} Serv^t,

J. T——l.

Cap^t Sam^l Smedley.

According to a letter dated Boston, Sept. 10, 1777, to Gov. Trumbull from S. Eliot Jr., "The ship *Defence* is now on the ways and divided. Captain Smedley has given her 18 feet in length which will add 14 inches to her beam and give her a quarter-deck and sides. All who have seen her give it as their opinion she will make a complete vessel."

Boston Oct^r 2^d 1778.Hon^d Sir:

The Officers & Men belonging to the Ship *Defence* in this State are desirous of knowing at what time the cash may be expected for the two Prize Sloops carried into Carolina. I would Request of your Excellency the earliest notice of its arriving if it would not be to much trouble.

I remain

Your Dutifull & Obed^t Serv^t,Sam^l Eliot Jun^r.Gov^r Trumbull.

Fairfield September 17, 1778.

Honored Sir.

According to your Orders have been Striving to Recruit men for the Ship *Defence* but am very sorry to Inform your Excellency that my greatest Endeavours has proved very unsuccessful as I have not as yet enterd but two. The last Cruize, I had from this & the Neighboring Towns near one half of my Crew, the greater part of which are now in the Continental and other State service, owing to the Singular Laws of this State. However, it is Needless to Repeat the Difficulties that attend our Little Navy under those Circumstances. I know very well your Excellency's opinion on the matter and could it be posable for the Honourable Council to Follow that Noble Principle, I can assure them it would be the only means of Upholding our Navy & would be the greatest Pleasure to men as well as officers to Serve them even at the Expence of their Life. I shall soon Waite on your Excellency & Repair to the ship at N. London.

Am with the Greatest Respect

Your Excellency's Most Humb^l Serv^t,Sam^l Smedley.

New London, March 12, 1779.

Honour^d Sir:

I never employ^d my pen in writing more disagreeable news than at this time. According to your Excellency's orders I got the ship *Defence* in readiness for sea & having no men belonging to the Ship it was thought proper to man her from the detachment stationed here, and by orders receiv'd from Capt. Harding whose command I considered myself under, went into the Sound in order to watch the motions of the enemy, and in returning into port unfortunately struck on Goshen Reef where she soon oversat & bilged by which sudden position lost four or five men. Finding my situation such as there was no possibility to saving the Ship I immediately dispatched Capt. Lloyd of the detachment to M^r Shaw for lighters which was soon supplied. After about thirty hours fatigue up to our middels in water we secured all our Guns, rigging, warlike stores, provisions & everything of any value above water. I never met with anything which gave me greater trouble although I have nothing to lay to my own charge or conduct having executed my orders to my utmost endeavors also having on board a regular Ships Pilote for the Sound whose knowledge in Pilotage I had reason to believe was good, but to my sorrow found he knew not what he pretended. Lest I should have the sensure of the Publick shall take it kind in your Excellency to order a court of Enquiry on the matter as there are officers of the Navy now present. I shall be glad it might soon be executed.

Am sir your Faithful Servt.

Sam^l Smedley.

Jonathan Trumbull, Governor.

New London, Mch 13, 1779.

Sir:

I suppose Cap^t Smedley has informed you that the Ship *Defence* is lost on a Reef of Goshen Point. We have saved most of her rigging, sparrs & sales. The wind has since been so high that no vessel could go along side since although we have made severall tryalls and Shall continue to endeavour to

save all we can. *The Oliver Cromwell* is already for sea but must inform you that in my opinion it is impossible to get seamen to go on board. I cannot get them for my own vessel although I have promised to support their families during their absence and such distressful times for bread I never knew before. The bearer Cap^t Parker can tell you I have done all in my power and I am now sick and must soon leave the town for the reason of the proscribed emissions and the large advance for the Publick I cannot continue to supply any longer and there is not the least probability of gitting her to sea unless I can be supplied with current money and the Ship put on the Continental establishment and then possibly she may be got out. Capt Parker and Capt David Mumford who has been here can give you their opinion. Men is very scarce and the *Confederacy* has taken all that come, and in case you should supply me beg you will give order to Capt Parker how he is to engage them for they call on me for day wages now that the Ship is ready, and if he is to go on Continental establishment, let him have the Articles, and the men to be paid agreeable thereto, and no otherwise. I think it best for Major Ledyard to take charge of all the generall stores of the *Defence* and the remainder that is saved sent to Capt Perkins at Norwich. I am sir

Your humb^l Serv^t

Nath^l Shaw.

Gov^r Trumbull.

New London, March 20, 1779.

Honble Sir:

Your favour by M^r Ketcham ordering a Court of Enquiry came duly to hand. The Court has accordingly sat, by Capt Harding's order, whose doing I suppose will immediately be sent to your Excellency & if they meet with your Excellency's approbation I have to request that something may be Published clearing me from the sensure of the Publick. Am sir

Your Excellency's most humb^l serv^t,

Sam^l Smedley.

Jonathan Trumbull, Esq^r, Governor.

Apr. 17th 1779

The State of Connecticut

To Nathan Douglass D^r.

To my Bill of Expenses for the Court of Enquiry on
the Trial of Cap^t S. Smedley on the Loss of the Ship
Defence, by order of the Governor & Council of Safety
—errors Excepted

£44.2

Ⓢ Nathan Douglass

Receiv'd the above Contents of

Nath^l Shaw State Agent

Nathan Douglass

From the Records of Connecticut.

August 28, 1779. At a meeting of the Governor & Council of Safety held at Lebanon, it was VOTED:

That Capt. Jabez Perkins be authorized and desired to sell and dispose to Simon Fitch one case of pistols in his care, late belonging to the Ship *Defence*, at such price as he shall think just and reasonable, receive the money and be accountable.

At a meeting of the Governor & Council of Safety held at Hartford, Wednesday, Oct. 27, 1779, RESOLVED:

That Capt. Jabez Perkins, who has in his care, belonging to the State, taken from the Ship *Defence*, 1 large cable, old shrouds, and other rigging, 1 small iron cabuse, one or two large anchors, one chest with medicine, a number of swivel Guns, 2 or 3 small sails, be and he is authorized to sell and dispose said articles at their proper value and be accountable for the avails.

New York, March 31, 1780.

Dear Sir:

I am here a Prisoner taken in Latt. 60 No. Long. 43 West by the ship *Galatea* & a Cutter formerly y^e *Cunningham*. The

chase was 7 hours from 3 miles distance. I hove 10 of my guns overboard, started 20 hogsheds of water and should got off had not the Cutter bin in the way. Capt. Smedley is likewise hear, taken by the same ship. I beg you to send Stanton Hazard down as soon as possable as I shall remane here till he comes. I have been stript of all my cloths. My officers and men are well but on board the Prison Ships, very mutch crowded. Send down Hazard I beg. Let the cost of the Flag come on me. The small-pox is on board the Prison Ship. I shall go to Longisland on parole tomorrow.

From your Hum^{bl} Ser^{vt},

Dan Scovell.

Mr E. Hallam
New London.

Lebanon, 11th April, 1780.

Sir:

I have yours of yesterday before me and have only to say that I agree with you in opinion that it will be most advisable to send a vessel with our prisoners for exchange rather than to put them on board the British Flag. You will endeavor to obtain the exchange of the *Beaver's* people and of Capt. Smedley with the crew of the *Recovery* who am told are likewise captured, as soon as possible. Every measure in your power I wish you to use for the comfort of those prisoners who are come in with the small pox. As to the expense which may arise on this account I can say nothing without the advice of Council. They will meet me at Hartford in a few days and I will then give you their directions. I am sir

Your most obed.

Humble Servt.

J. Trumbull.

W^m Ledyard Esq^r.

Warwick, R. I. 18 April 1780.

Sir.

I received your favour of the 11th Instant and have taken the advice of Severall of the Members of the Council of War who are unanimous of the opinion that M^r Stanton Hazard be permitted to go into New York upon his Parole in order to be exchanged for Capt. Scovell. They also advise that Capt. Smedley who we hear is lately taken in a Ship from New London and is likewise proposed to be exchanged for Lieut. Lock now a Prisoner within this State, but also exchanged upon condition that your Excellency will give this State your assurances to do them the like favour whenever there may be necessity for it. That if your Excellency will please to favour me with an answer by the return of the post whether the above be agreeable, that I may be able to forward Mr Hazard to the place you may think to be the most convenient place for him to go from, to proceed to New York, and if agreeable you may rely upon my doing everything in my power to restore Capt. Scovell and also Capt. Smedley as it gives me real pleasure to relieve any of our people when confined by the Enemy. I am with great Esteem,

Your Excellency's most Obed. and Hum^{bl} Serv^t,

W. Greene.

Gov. Trumbull
Lebanon.

Providence, April 25, 1780.

Sir.

Yours directed to his Excellency Governor Greene is before me, respecting the Exchange of Capts. Scovell & Smedley. We had given Lieut. Lock and Capt. Hazard liberty to go on board the Flagg but before she sail'd Major Mesuran the D. Comisy. of Prisoners from R. Island appear^d with an Order from the Navy Board in the Eastern Department that no Sea Prisoners should be exchanged &c without going through the round marked out by Congress &c. As M^r Lock had gone on board the Flagg I insisted that he should go, and for Major

Mesuran's justification I gave a certificate as ~~to~~ the enclosed by which you will perceive tis necessary to write to Col. Beaty Commisary Gen^l of Prisoners to have the same effected. Capt. Scovell's exchange will be made immediately on the arrival of the Flag as Capt. Hazard will go in her. In much Haste I am

Your Excellency's most Humb^l Sr^t,

Jabez Bowen.

Governor Trumbull
Lebanon.

In a letter dated New York, 10th of May, 1780, from David Sproat, Comisy. of Prisoners, to Wm. Ledyard of New London, he says Smedley and Scovell were sent on before he knew of "this Flag" (the Sloop of Truce *Alexander*, with 108 naval prisoners).

OLD MILL PRISON, PLYMOUTH, ENGLAND.

This prison was situated on a promontory projecting into the Sound between Plymouth and Plymouth Dock, two considerable towns. It lies on the right hand as you go from Dock to Plymouth, and about an equal distance from either. Formerly there stood windmills on this eminence, which circumstance gave it the name of Mill Hill, hence the prison was called Mill Prison. There were three buildings, one of which had been built in Queen Anne's times. The largest building was about 100 feet long and about 20 feet wide, stationed at the north end of the yard. It was two stories high, built with stone and lime, having no windows on the north front. There was a space of about 20 feet between this building and the commissary's office, which stood to the west but had no windows in the east end. A wall on the north, as high as the eaves of the prison, extended from the prison to the office. A similar wall on the south joined the two buildings. In this wall was a gate leading to the main yard.

From the List of Prisoners committed to the Old Mill Prison in England during the War of the American Revolution, I find the following:

"Sloop *Hiberna*.

Taken October 24, 1780

Committed March 1781

Robert McKnown remains

Samuel Smedley of Connecticut ran away."

On Sept. 12, 1782, Robert R. Livingston of Philadelphia wrote John Jay, Secretary of State (in France) acknowledging letters received from Mr. Adams by way of Captain Smedley, who brought back to the United States in the ship *Heer Adams*, from Holland, goods left there by Commodore Gillon of South Carolina. See also Livingston's letter to Adams of Sept. 15, 1782. This ship was evidently purchased in Holland by order of B. Franklin for this purpose. (See "Diplomatic Correspondence of Congress," Vol. 5.)

In a letter dated New London, Sept. 19, 1781, by Christopher Leffingwell to Governor Trumbull, the following is noted:

"Captain Smedley's lady received a letter from Him dated at Mill Prison, in Plymouth, England, May 25, 1781. He represents his condition very disargeeable, cruelly treated, half starved & half naked. She begs of me and her friends this way, to devise some means to procure his release, which I most heartily wish might be effected and am

"Your Excellency's most humb^l svt.

"Christopher Leffingwell."

CONCERNING NAVAL UNIFORMS.

Capt. Dudley Saltonstal.

Sir. You will see by the Inclosed papers that a number of your Brother Officers have laid their inventions together in

order to prevail with the Hon^{ble} Congress to Establish a uniform for the American Navy. In doing this we have not nor do not desire to aim at the lead or the vain Superiority of dictating to our brethren to the Southward, we have also confined ourselves to such a dress as the Local circumstances of our affairs will admit of, if you approve and second our requests to the Congress we shall esteem it a happiness, or if you can devise anything else more applicable to our present Situation we shall with pleasure acquiesce therein. We have sent circular Letters to all the Gentlemen Commanding in the Continental Service with the written Copys, and are with respect

In behalf of my
Bretheren y^{rs}

Hector McNeill.

Boston 27th Feb^r 1777.

To Capt. Dudley
Saltonstall on board
the *Alfred*
Providence.
N. L. Free
G. Saltonstall p. m.

THE UNIFORM OF THE NAVY, 1776-1777.

The uniform of the Continental Navy as ordered by the Marine Committee, Sept. 5, 1776, is given in Vol. 2, page 181, of the 5th Series of "American Archives." There is a manuscript copy in the first volume of the Paul Jones papers in the Congressional Library at Washington.

Full Dress for Post Captains.

"Dark blue coats, white linings, white cuffs, and narrow white lappells, the whole length of the waist. The coats full trimmed with gold lace or embroidered button holes. The buttons at equal distances asunder on the lappells, to button on the upper part of the shoulder, three buttons on each pocket flap, three on each cuff, stand up blue collars. White waist-

coats, breeches and stockings, dress swords, plain hats, black cockades, and gold buttons and loops. Gold epaulet on right shoulder, the figure of a rattlesnake embroidered on the strap of the epauletts with the motto 'Dont tread on me.' The waistcoat trimmed with gold lace, yellow flat buttons, with the impression of the rattlesnake and motto 'Don't tread on me' on each of them."

Undress for Post Captains.

"The same as dress coats with this difference, that the undress coats have frock backs, and turn down white collars."

Dress for Lieutenants.

"The same as for Post Captains, excepting the lace or embroidery, the epauletts; and that instead of the rattlesnake, they wear buttons with the impression of an anchor."

Undress for Lieutenants.

"The same as for Post Captains, excepting the lace or embroidery, the epauletts, the buttons, and that the coats be made short, or such as are usually called coatees."

Dress and Undress for Masters and Midshipmen.

"The same as for Lieutenants, excepting the lappells, and that they wear turn down collars on their dress and undress coats."

"The dress and undress of Commodores of ships and vessels under twenty guns, the same as for Post Captains, excepting the epauletts."

Signed	John Manly	Joseph Olney
	Hector McNeill	John Roche
	Dudley Saltonstall	John Paul Jones
	E. Hinman	

Hector McNeill for Capt. Wm. Thompson
Joseph Olney for Capt. Abra. Whipple

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